

North Carolina
Capital Area Metropolitan
Planning Organization

UNIFIED PLANNING WORK PROGRAM

FISCAL YEAR 2012-2013



Adopted March 21, 2012

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**North Carolina Capital Area
Metropolitan Planning Organization
FY 2012-2013 Unified Planning Work Program**

Overview

The Unified Planning Work Program (UPWP) is the document outlining what planning activities the MPO will undertake during the fiscal year using funding provided from Federal, State, Local sources as well as MPO Member dues. The document shows in sufficient detail "who will perform the work, the schedule for completing it, and the expected products."

The UPWP is the instrument for coordinating metropolitan planning activities in the MPO's planning jurisdiction. The primary objective is to develop an integrated planning program, which considers the planning activities of each mode of transportation and coordinates these activities to produce a plan that serves all areas of our region.

Many of the tasks outlined in the UPWP are required by either state or federal law and are ongoing. These include the administration of the Transportation Advisory Committee processes, preparation of the Transportation Improvement Program (TIP), and development Long-Range Transportation Plan (LRTP) to name a few.

Funding for transportation planning is a product of federal, State and Local funding sources with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) providing eighty percent of the funding for local planning. The remaining 20% is provided by local jurisdictions (members of the MPO).

Each year the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identify planning factors for consideration in the metropolitan planning process. This year, the MPO will be focusing on supporting economic vitality, increasing the safety of the transportation system, and increasing the accessibility and mobility of people and freight. The MPO participates in cooperative planning efforts with Triangle Transit, the Capital Area Transit (CAT), Cary Transit (CTRAN) and other area transit providers.

History

The 1962 Federal Aid Highway Act required states and local governments to conduct cooperative, comprehensive, and continuing (3-C) transportation planning to continue receiving federal funds for highway and transit improvements. Subsequently in 1973, an amendment to this act further required the governor of each state, with local concurrence, to designate a Metropolitan Planning Organization (MPO) for every urbanized area to coordinate area wide transportation planning. In 1972, following passage of federal legislation providing for disbursement of federal planning funds through the states' to MPOs, the Greater Raleigh Urban Area Metropolitan Planning Organization was formed. Members included Wake County, the City of Raleigh and the Towns of Cary and Garner. In 1985 the towns of Apex and Morrisville were added.

In 1991, the role of the MPO changed with the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). ISTEA Placed emphasis on the efficiency of the intermodal transportation system and the MPO responded by focusing on these aspects.

Additional changes to the MPO occurred in 1993 with the addition of the Towns of Fuquay-Varina, Holly Springs, Knightdale and Wake Forest. Rolesville, Wendell and Zebulon were added in 1995. In 2005, the MPO expanded again to include the Towns of Angier, Bunn, Clayton, Franklinton and Youngsville, the City of Creedmoor and portions of Franklin, Granville, Harnett and Johnston Counties. This represented the first expansion beyond the Wake County boundaries.

The Capital Area MPO now represents a region of over 1 million people with the City of Raleigh being the largest jurisdiction.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 but is currently in effect under continuing resolution.

This UPWP has been developed in accordance SAFETEA-LU. According to Federal law, a continuous and comprehensive framework for making transportation investment decisions in metropolitan areas is required and MPOs are encouraged to consult or coordinate with planning officials responsible for other types of planning activities affected by transportation. These include such areas as planned growth, economic development, environmental protection, airport operations and freight movement.

Purpose

The UPWP describes transportation planning and related activities to be performed during the year by the MPO and its partnering entities. The document shows in sufficient detail "who will perform the work, the schedule for completing it, and the expected products."

SAFETEA-LU lists eight factors that must be considered as part of the planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, and improve quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

Each work element in the UPWP satisfies at least one of the eight factors required by SAFETEA-LU.

In addition, citizen involvement is vital to the success of transportation planning and the MPO continues to pursue an active public involvement program. The MPO website, an up-to-date information center, plays an important role in providing information on MPO activities and in reaching out to the communities for their involvement in the transportation planning process.

Monthly newsletters feature a variety of news articles on current events, are provided electronically and mailed to interested citizens and organizations (on request) in an effort to facilitate public involvement and improve communication.

The MPO shares and notifies citizens of plans and activities through public notices, press releases, and advertisements. Public meetings are arranged in areas with high concentrations of low-income, elderly, and other minority populations.

Citizens are notified of and encouraged to attend monthly meetings of the Transportation Advisory Committee (TAC) and the Technical Coordinating Committee (TCC).

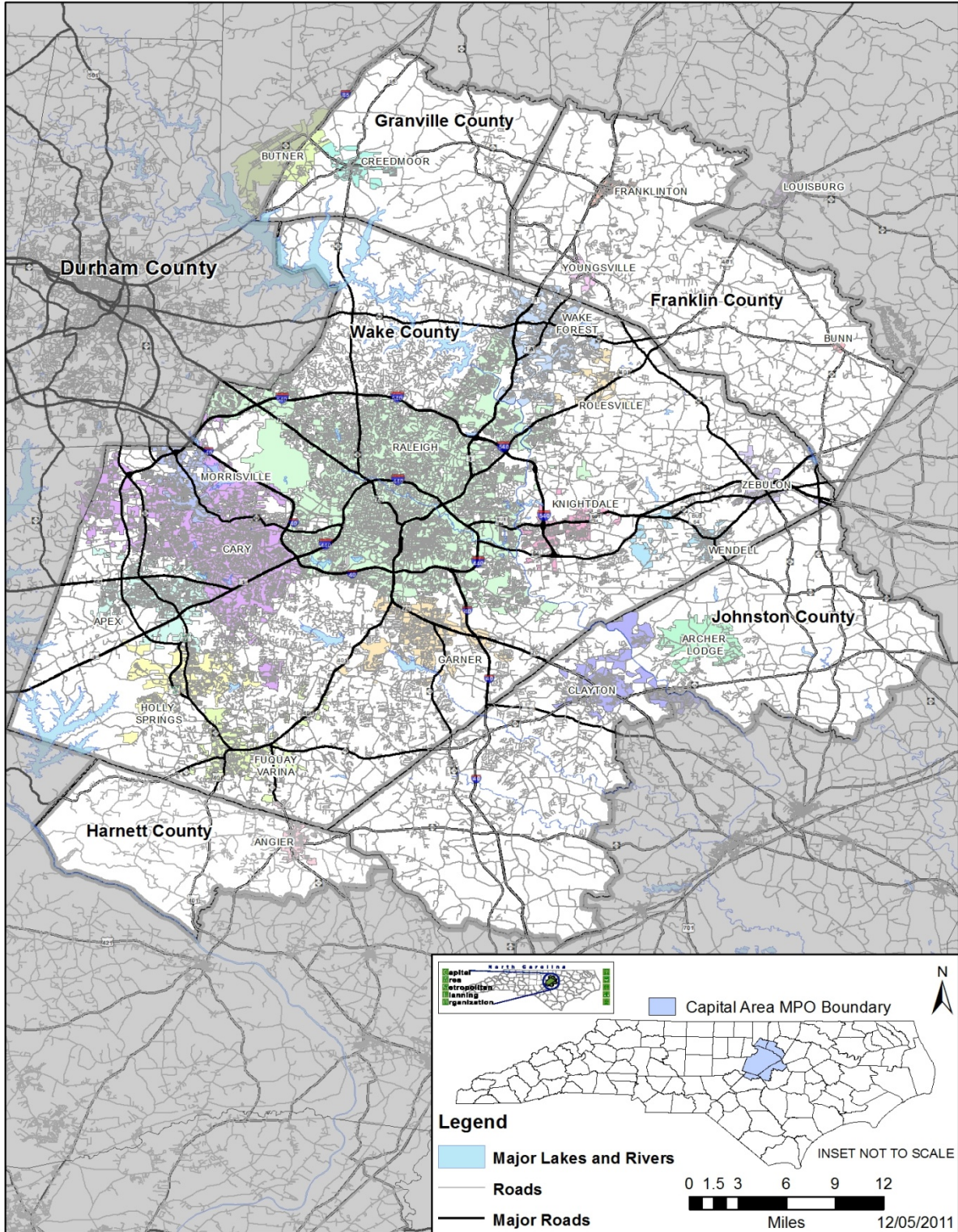
All MPO plans and programs comply with the public involvement provisions of Title VI:

"No person in the United States shall, on the grounds of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities under any program or activity receiving federal financial assistance."

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Definition of Area

Based on the 2000 Census, the U.S. Census Bureau defined a new boundary for the Raleigh urbanized area, which now includes the Towns/Cities of Apex, Cary, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Rolesville, Wake Forest and Youngsville. The urbanized area boundaries will likely be modified during 2012 based on results of the 2010 Census.



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ORGANIZATION

The Capital Area MPO's fiscal agent is the City of Raleigh. The MPO has a two-committee organizational structure.

The Transportation Advisory Committee (TAC)

provides policy guidelines and approves the work product of MPO staff and the Technical Coordinating Committee.

The Technical Coordinating Committee (TCC)

provides technical support and direction in the transportation planning process.

Appendix A lists current members of the TAC and TCC.

The MPO's Director and staff provide support and assistance to both Committees.

Transportation Advisory Committee

The TAC is comprised of 27 voting members with a weighted voting possibility if needed. They include elected officials of all member jurisdictions, a representative of the Triangle Transit Board and representatives of the NC Board of Transportation and non-voting members representing the NC Turnpike Authority, the Federal Highway Administration, and the Towns of Archer Lodge, Butner and Louisburg.

The responsibilities of the MPO are described in the Prospectus for Continuing Transportation Planning, and individual responsibilities of the TAC and TCC area outlined in the MPO's Memorandum of Understanding with its' members.

The Memorandum of Understanding established a Transportation Advisory Committee (TAC) composed of representatives from the governing boards to provide policy direction for the planning process, and to improve communications and coordination between the several governmental jurisdictions. The TAC is responsible for:

- (1) review and approval of the UPWP;
- (2) review and approval of the Metropolitan Transportation Improvement Program (TIP) which ensures coordination between local and State programs;
- (3) review of the National Highway System and review and approval of changes to the Functional Classification Designation (as it pertains to the Surface Transportation Program) and Metropolitan Planning Area Boundary;
- (4) review and approval of this Prospectus;
- (5) guidance on transportation goals and objectives; and
- (6) review and approval of changes to the adopted transportation plans.
- (7) review and approval of changes to the adopted Comprehensive Transportation Plans

Technical Coordinating Committee (TCC)

A Technical Coordinating Committee (TCC), also established by the Memorandum of Understanding, is responsible for general review, guidance, and coordination of the transportation planning process for the planning area. The TCC is also responsible for making recommendations to the Transportation Advisory Committee and to other entities designated by the TAC regarding any necessary actions relating to the continuing transportation planning process.

The TCC is responsible for development, review and recommendations of the Prospectus, Unified Planning Work Program, Transportation Improvement Program, Metropolitan Area Boundary, Urbanized Area Boundary, and National Highway System, for revisions to the Transportation Plan, planning citizen participation and for documenting reports of the transportation study.

Membership of Technical Coordinating Committee includes technical representatives from local, regional, and State governmental agencies; as well as major modal transportation providers directly related to and concerned with the transportation planning process for the planning area.

FEDERAL CERTIFICATION REVIEW

Every four years, the Federal Highway Administration and the Federal Transit Administration are required to review, in full, the planning processes of any metropolitan area that contains a population over 200,000 (also known as a Transportation Management Area, or TMA). The certification review was performed for the Capital Area Metropolitan Planning Organization (MPO) in April, 2009 and evaluated whether the MPO was in compliance with federal regulations. This is a three step process:

- Step 1: Look at past reviews to ensure that recommendations and corrective actions have been resolved.
- Step 2: Conduct a public meeting to obtain the public's perspective on planning in the Capital area.
- Step 3: Conduct an on-site review (examining every planning aspect) and providing the MPO, the North Carolina Department of Transportation (NCDOT), and Transit Administrators, an opportunity to demonstrate their accomplishments or to answer any questions that the federal review team may have.

Following the on-site review, the review team found the transportation planning process for the MPO's transportation management area meets the requirements of 23 CFR 450 Subpart C and 49 USC 5303 and is in effect certified. Furthermore, the Capital Area MPO received commendations from the review team. A Commendation is defined as an action to acknowledge exemplary practices within the planning process. These examples show efforts above and beyond federal and state requirements.

The commendations received follow:

Coordination

The Capital Area MPO is commended on their collaborative efforts with municipality and NCDOT partners including:

Involvement of all municipalities in project prioritization and the Comprehensive Transportation Plan (CTP) process; workshop retreats to assess the needs of the municipalities; and addition of staff to target and meet the needs of training and assisting the municipalities.

The Capital Area MPO and DCHC (Durham-Chapel Hill-Carrboro MPO) are commended in their collaboration with Triangle J Council of Governments (TJCOG) for coordinating and streamlining the Air Quality Conformity process.

The Capital Area MPO, DCHC, and TJCOG are commended for their collaborative efforts in producing a joint Long Range Transportation Plan (LRTP).

Transit

The Capital Area MPO is commended for its downtown Circulator hybrid bus that connects key features in the downtown Raleigh area.

The Capital Area MPO, the North Carolina Department of Transportation (NCDOT), DCHC, and area Transit agencies are commended for their collaborative efforts in the STAC report and implementing transit goals in their transportation systems.

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Acronyms

Local

ITRE	Institute for Transportation Research and Education
MPO	Metropolitan Planning Organization
TAC	Transportation Advisory Committee
TCC	Technical Coordinating Committee

Regional

AMPO	(National) Association of Metropolitan Planning Organizations
NCAMPO	North Carolina Association of Metropolitan Planning Organizations
TJCOG	Triangle J Council of Governments

State

NCDENR	North Carolina Department of Environmental and Natural Resources
NCDOT	North Carolina Department of Transportation
NCDOT-TPB	North Carolina Department of Transportation – Transportation Planning Branch
NCDOT-PTD	North Carolina Department of Transportation – Public Transportation Div.

Federal

EJ	Environmental Justice
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
JARC	Job Access and Reverse Commute
TEA-21	Transportation Equity Act for the 21st Century
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users

Plans and Programs

CMP	Congestion Management Process
CTP	Comprehensive Transportation Plan Element of LRTP
ITS	Intelligent Transportation System
LAPP	Locally Administered Projects Program
LRTP	Long-Range Transportation Plan
TIP	(Metropolitan) Transportation Improvement Program
STIP	North Carolina State Transportation Improvement Program
UPWP	Unified Planning Work Program

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FUNDING SOURCES

There are three main sources of funds used for transportation planning in the UPWP:

Federal Funds - US Department of Transportation (FHWA & FTA)

FHWA Funds - Two principal FHWA funds used for UPWP planning purposes are the Section 104(f) – Metropolitan Planning (PL) funds and Surface Transportation Program-Direct Attributable (STP-DA) funds.

FTA Funds - NCDOT provides a 10% match for FTA 5303 and 5307 planning funds received by the MPO's transit operators – the Capital Area Transit (CAT), Triangle Transit (TTA), the Town of Cary's C-Tran, and NC State University's Wolfline.

Congestion Mitigation Air Quality (CMAQ) funds – jointly administered by FHWA and FTA to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.

State Planning and Research (SPR) funds (grants from FHWA to NCDOT) which NCDOT administers.

State Funds - North Carolina Department of Transportation (NCDOT)

Transportation Feasibility Study (TFS) funds, received from NCDOT for feasibility studies.

Local Match –

A pro-rata share paid by each member jurisdiction within the Capital Area MPO. These member jurisdictions include Angier, Apex, Bunn, Cary, Clayton, Creedmoor, Franklinton, Fuquay-Varina, Garner, Holly Springs, Knightdale, Morrisville, Raleigh, Wake Forest, Wendell, Youngsville, Zebulon, as well as Wake County and portions of Franklin, Granville, Harnett and Johnston Counties. Members who desire to participate in special projects outlined in the UPWP pay additional funds. These special projects include Transit Planning, Corridor Studies, ITS Studies, etc.

Recipients of FHWA funds are required to provide 20% local match. The MPO's member agencies (listed above) provide a 20% local match for Section 104(f) – PL and STP-DA funds. The Capital Area Transit Service providers provide 10% local match for FTA section 5303 and 5307 funds as well. Local funds from member jurisdictions, beyond the 10% or 20% match requirement are contributed to support the work program and contribute to special studies.

FY 2011-2012 Funding Levels and Sources

Section 104(f) - (PL funds):

FHWA funds for urbanized areas are administered by NCDOT, used to support transportation planning activities in the urban area, and require a minimum 20% local match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The PL fund levels are based on the continuing resolution authorizing SAFETEA-LU funding levels. Funding levels shown include the annual allocation plus any unobligated balance from the previous year.

Federal (PL funds)	\$ 938,647
<u>Local Match (20%)</u>	<u>\$ 234,661</u>
Total	\$1,173,308

STP-DA Funds:

The Direct Attributable (DA) portion of the Surface Transportation Program (STP) funds are designated by SAFETEA-LU for use by Transportation Management Areas (TMAs are MPOs with populations exceeding 200,000). By agreement between the Capital Area MPO and NCDOT, a portion of these funds is flexed for MPO transportation planning. STP-DA funds are used to fund major emphasis areas as described in the main UPWP document. A total of \$1.5 million of STP-DA funds are programmed in FY 2012-2013 UPWP. Plus, an additional \$63,000 is programmed from Members for specific projects in their areas.

Federal (STP-DA)	\$ 1,200,000
Local Match (20%)	\$ 300,000
<u>Additional Local Matc</u>	<u>\$ 63,000</u>
Total	\$ 1,563,000

The Capital Area MPO uses two types of funds for transit planning purposes: Section 5303 and Section 5307 of the Federal Transit Act Amendments of 1991.

Section 5303 Funds:

Grant monies from FTA that provide assistance to urbanized areas for planning and technical studies related to urban public transportation. They are filtered down from the Federal Transit Administration through the Public Transportation Division (PTD) of NCDOT to the MPO area urban transit operators. A local match of 10% is required for these funds. (80% from FTA, 10% from NCDOT PTD, and 10% local match). For FY 13, Capital Area Transit (CAT) and Triangle Transit will use these funds for general planning assistance.

	CAT	Triangle Transit	MPO Total
Federal	\$ 198,072	\$ 0	\$ 198,072
State	\$ 24,759	\$ 0	\$ 24,759
Local	\$ 24,759	\$ 0	\$ 24,759
Total	\$ &(+) - \$	\$	&(+) - \$

Section 5307 Funds:

Funds distributed by the FTA on the basis of the transit operator's service area population and other factors. Capital Area Transit (CAT), Cary Area Transit (CTRAN), and Triangle Transit (TT) use Section 5307 funds for assistance on a wide range of planning activities. These funds require a 10% local match that is provided by the Capital Area Transit, and Triangle Transit; and a 10% State match provided by NCDOT-PTD. For FY 13, these funds are used for transit improvements in the MPO area.

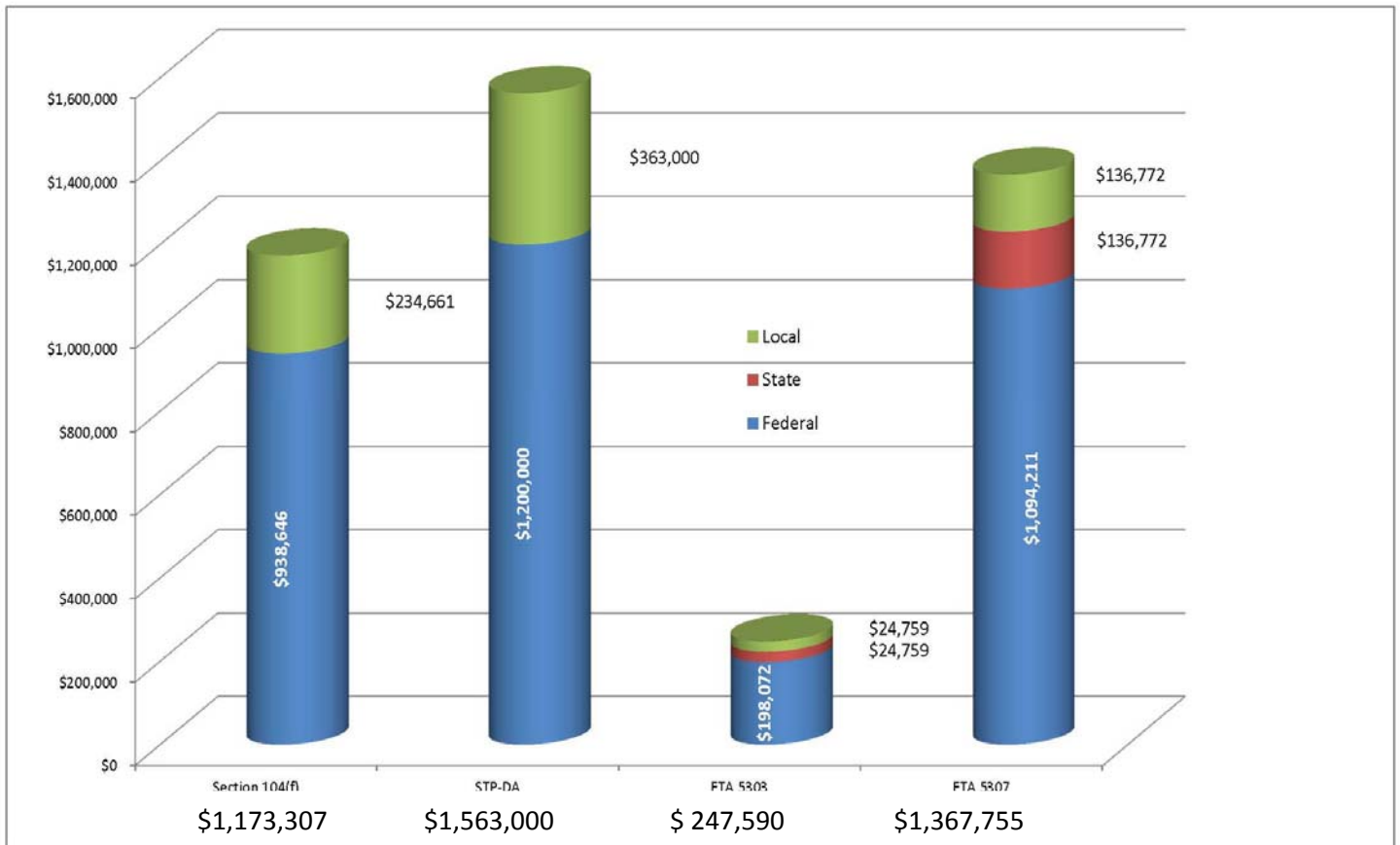
	CAT	CTRAN	Triangle Transit	MPO Total
Federal	\$ 359,691	\$ 50,520	\$684,000	\$ 1,094,211
State	\$ 44,957	\$ 6,315	\$ 85,500	\$ 136,772
Local	\$ 44,957	\$ 6,315	\$ 85,500	\$ 136,772
Total	\$ 449,605	\$ 63,150	\$ 855,000	\$ 1,367,755

A summary of the various planning funds proposed for use in the Capital Area MPO during FY 2013 is provided in the following table and chart.

UPWP Funding Sources Table

Funding Type	Federal	State	Local	Total
Section 104(f)	\$ 938,646	-	\$ 234,661	\$ 1,173,307
SPR				
STP-DA	\$ 1,200,000	-	\$ 363,000	\$ 1,563,000
FTA 5303	\$ 198,072	\$ 24,759	\$ 24,759	\$ 247,590
FTA 5307	\$ 1,094,211	\$ 136,772	\$ 136,772	\$ 1,367,755
Total	\$ 3,430,929	\$ 161,531	\$ 759,192	\$ 4,351,652

FY 2013 NC Capital Area MPO Funding Sources



WORK PROGRAM OBJECTIVES

The work elements performed by the MPO encompass administration and support of the 3-C transportation planning process as mandated by federal regulations.

Objective 1: Facilitate 3-C Planning Process

To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3-C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3-C Transportation Planning Process.

Proposed Activities:

1. Serve as a liaison between Capital Area MPO member agencies, transit providers, the Durham-Chapel Hill-Carrboro (DCHC) MPO, NCDOT, the NC Department of Environmental and Natural Resources (DENR), Triangle J Council of Governments (TJCOG), and other organizations at the local, regional, state, and federal levels, on transportation related matters, issues and actions.
2. Work with the Durham-Chapel Hill-Carrboro (MPO) on regional issues, preparation of regional priority lists and TIP including amendments as necessary, update transportation plans and travel demand model, and evaluate transportation planning programs developed through the 3-C public participation process for appropriate MPO action.
3. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictional policy bodies.
4. Participate in Joint Durham-Chapel Hill-Carrboro MPO/Capital Area MPO technical and advisory committee meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.

Objective 2: Administer 3-C Planning Process

To maintain and refine the regional travel demand model and the MPO sub-area model as tools for transportation planning and air quality conformity documents, reports, and other materials necessary to meet the goals of the Clean Air Act Amendments (CAAA), SAFETEA-LU as it pertains to air quality planning, the State Implementation Plan (SIP), and the goals and objectives of the Capital Area MPO.

Proposed Activities:

1. Continued maintenance and improvements of the Triangle Regional Model (TRM), a tool that joins land use and transportation planning in order to identify deficiencies, make forecasts, and test scenarios.
2. Rebuild future network horizon years with new data and updated versions of TransCAD
3. Continue the refinement of the TRM using TransCAD to improve forecasts of highway and transit demand with consideration for changes in land use
4. Work with NCDOT, DENR and the statewide Modeling Users Group for necessary improvements to the travel demand model for conformity determination purposes
5. Coordinate air quality planning efforts with DENR, NCDOT, EPA, FHWA, FTA, and other appropriate agencies
6. Work with the Division of Air Quality in the development of the State Implementation Plans (SIP)

Objective 3: Maintain Unified Planning Work Program (UPWP)

To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the Capital Area MPO planning area. To develop and maintain the UPWP in conformance with applicable federal, state, and regional guidelines and prepare UPWP amendments as necessary reflecting any change in programming or focus for the current fiscal year.

Proposed Activities:

1. Review and amend relevant portions of the Capital Area MPO's UPWP in order to meet new planning requirements and/or circumstances pertinent to the MPO emphasis areas and transportation planning objectives
2. Develop a new UPWP for the Capital Area MPO planning area for the upcoming program year.

Objective 4: Implement Public Involvement Process

Provide the public with complete information, timely notice and full access to key decisions and opportunities for early and continuing involvement in the 3-C process. Assess the effectiveness of the current Public Involvement Process, as required by the federal Certification Team, and develop and enhance the process of public dissemination of information and engagement of a larger portion of the Region's populace.

Proposed activities:

1. Refine the current Public Participation Process as needed
2. Apply the Public Involvement Process to transportation programs and tasks
3. Conduct public meetings, workshops, and outreach programs to increase public participation, information dissemination, and education
4. Seek new and innovative methods of public involvement and engagement in the transportation planning process.

Objective 5: Develop and Maintain Transportation Improvement Program (TIP)

The MPO is responsible for annually developing, amending and maintaining the Transportation Improvement Program (TIP) for the metropolitan area. The MPO will update and amend the current seven-year program of transportation improvement projects (known as the TIP). This program is consistent with the 2035 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations, and FHWA/FTA Planning Regulations.

Proposed Activities:

1. Solicit transportation improvement projects from municipalities and transit providers
2. Continue to refine Locally Administered Projects Program to provide input for TIP project selection.
3. Maintain 2012-2018 TIP
4. Begin development of the 2014-2020 TIP
5. Continue to refine project ranking methodology and priority system
6. Conduct public participation for the TIP consistent with the MPO Public Involvement Policy
7. Adopt formal amendments and modifications as necessary
8. Produce and distribute TIP documents for federal, state and local officials and the public.
9. Attend regular meetings with NCDOT to exchange information on transportation improvement projects.

Objective 6: Ensure Environmental Justice in Planning Activities

To ensure that minority and low-income communities are:

- not adversely affected by transportation projects and policies;
- treated equitably in the provision of transportation services and projects; and
- provided full opportunity for participation in MPO transportation planning and decision-making process.

Proposed activities:

1. Update demographic profiles based on the most current available data - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas
2. Provide increased opportunities for under-served populations to be represented in the transportation planning process

3. Define target areas through the use of Census Block Group data from the 2010 Census
4. Analyze the mobility of target area populations relative to jobs, childcare, and transit routes
5. Review existing public outreach and involvement plan
6. Translation and dissemination of planning documents to Spanish, or other language if deemed necessary, for dissemination and to be posted on MPO Website
7. Develop a protocol for responding to issues and concerns regarding Environmental Justice in general and identified minority populations in particular.

Public / Private Sector Involvement

The MPO will perform all UPWP subtasks utilizing MPO staff with the assistance of its partnering entities. However, depending on local resources and federal funding availability, the MPO may hire outside contractors to perform studies. The MPO also seeks input into the planning process by meeting with the Regional Transportation Alliance, the North Carolina Turnpike Authority, the Capital Area MPO's Bicycle and Pedestrian Stakeholders Group and other interested parties.

WORK PROGRAM EMPHASIS AREAS

In order to adhere to federal regulations and guidelines, including the provisions of the 3-C planning process, the MPO's Work Program will emphasize both core mission functions and supplemental functions. These guide the implementation of transportation plans and strategies developed by the MPO.

Core-mission work tasks will involve the development and maintenance of required transportation planning documents such as the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). Core-mission work tasks also assist with the effective disbursement STP-DA and Congestion Mitigation and Air Quality (CMAQ) funds.

Supplemental work tasks (non-core) will typically involve partnering with local or state member agencies to advance transportation planning efforts in a particular area or corridor. Generally, the Supplemental work tasks will require additional local match from beneficiary member jurisdictions and/or other partners.

FY 2013 CORE-MISSION TASKS

2040 Long-Range Transportation Plan / Comprehensive Transportation Plan

The Capital Area Metropolitan Planning Organization (MPO) will work in conjunction with staff from member jurisdictions and the Durham-Chapel Hill-Carrboro MPO to develop a fiscally-constrained 2040 Long Range Transportation Plan (LRTP). This plan is scheduled, in order to meet federal planning requirements, for final adoption in December 2012. The plan will include revenue sources and planned transportation improvement expenditures in the MPO area through 2040. Additionally, the Comprehensive Transportation Plan will be incorporated as an unfunded element of the 2040 LRTP.

Recommended improvements will cover all modes of transportation including bicycle, pedestrian, and public transit, as well as strategies and technologies that will be used to reduce congestion, improve mobility and safety, and maintain air quality standards. This will include increased efforts to plan for bicycle network safety in the region, as well as an enhanced systems-level analysis of the public transit network (including bus, fixed guideway and demand-response services, as well as possibly exploring issues such as Transit Oriented Development and facility location determinations as necessary and appropriate).

Locally Administered Projects Program (LAPP)

In response to the 2009 Federal funding rescission of STP-DA funds, the MPO's Transportation Advisory Committee (TAC) directed staff to create the Locally Administered Projects Program (LAPP) as a mechanism to protect funds from future rescissions. The LAPP was approved by the TAC in March 2010, and was first used to program projects for Federal Fiscal Year 2012. The goal of the program is to develop a holistic approach to identifying and prioritizing small but highly effective transportation projects for bicycle, pedestrian, transit, and roadway projects. The program allows member agencies to apply for funding for specific project phases (preliminary

engineering, NEPA documentation, right-of-way acquisition, or construction) that are anticipated to be obligated during the coming fiscal year. The program also requires recipients to monitor progress of the funding obligation, and report that progress to the MPO. The program involves two training sessions – one for applicants and one for recipients. Additional training on federal project administration is under development by NCDOT. The MPO will continue to maintain and improve the LAPP process during the coming fiscal year.

Congestion Management Process

The MPO adopted a Congestion Management Process (CMP) in FY 2011. This process resulted in the formation of a Congestion Management Stakeholders group, which meets regularly to monitor progress on the implementation of the CMP. The Congestion Management Stakeholders group is anticipated to take a role in the prioritization and programming of the MPO's Congestion Mitigation and Air Quality (CMAQ) funds during FY 2013 in order to align the use of those funds with the goals of the MPO's CMP.

Regional Rail Transit Planning

The Regional Rail Transit Planning project serves as an umbrella for MPO activities related to planning initiatives associated with the region's rail infrastructure for both passenger and freight transport. Additional funding for planning activities will be programmed during FY 2013.

As a part of the MPO's Regional Rail Transit Planning, the Triangle Regional Rail Infrastructure Partnership was formed. This partnership is made up of business, community, and government leaders designed to achieve a unified vision for the future growth, development, and operation of the Research Triangle's rail corridors. The partnership strives to help maintain and improve the Research Triangle Region's high quality of life through the development of regional rail transportation solutions. These solutions are to meet tomorrow's transportation and infrastructure needs, while acknowledging the importance of balancing rail improvements with local communities' economic growth, character and cohesion.

Key tasks are:

- Modernize existing rail infrastructure in and around the Research Triangle Region, with a planning/design window of 30+ years.
- Improve the speed and capacity of rail infrastructure in the Triangle to help implement Southeast High Speed Rail and regional rail passenger service.
- Improve safety and efficiency of freight commerce (NS, CSX) and future passenger rail service.
- Improve safety for other transportation modes that interact with rail corridors.
- Improve regional quality of life and minimize negative environment impacts.
- Assist the MPO and the State in developing priorities for implementation of rail initiatives
- Support and enhance local economic growth, preserve community character and maintain community cohesion by minimizing environmental and community impacts of rail projects to the extent practicable.

Phase I: 54 and More – programmed in FY 2012

A: West Raleigh to East Cary Crossings

This study will review and evaluate all at-grade crossings between Gorman Street in Raleigh to East Maynard Road in Cary. The study will identify possible transportation problems associated with the interaction between trains (freight and passenger), automobiles, and pedestrian/bicycle traffic, and will recommend and prioritize improvements necessary to ensure safety of all modes of travel at each location.

West Raleigh to East Cary Crossings	FY 2013	Total Cost	PL funds	STP funds	Other	Match
	MPO	\$150,000	\$0	\$120,000	\$0	\$30,000

B: Transit Systems Planning

This study will assist in the development of the transit section of the Comprehensive Transportation Plan element of the LRTP. This study will be conducted over multiple years, and will evaluate, identify and prioritize future transit needs for the region and will be incorporated into the Long Range Transportation Plan for the year 2045. The study will utilize a needs-based planning process and engage transit stakeholders, including local governments and the public, throughout the study process. Specifically, the effort will include a detailed level of analysis of current and future transit system plans and needs, and provides recommendations for a regional decision-making framework to guide future transit policy decisions. The plan will identify priorities for transit and ancillary road, pedestrian, and bicycle improvements. The planning effort will also explore current demand-response service and make recommendations for improvements to meet demand through 2045. Results of the planning effort should be a prioritized set of infrastructure improvements necessary to implement a fully-realized transit vision for the MPO region by 2045.

Transit Systems Planning	FY 2013	Total Cost	PL funds	STP funds	Other	Match
	MPO	\$318,000	\$0	\$254,400	\$0	\$63,600

Local Hot-Spot Analyses

In FY 2011, the MPO contracted with engineering/planning firms to complete four feasibility type studies for a variety of intersections or short corridors across the planning area. These studies proved successful in finding solutions to local transportation problems that were not readily evident prior to some careful engineering examination. The MPO plans to conduct additional studies of a similar nature in two to four locations during FY 2013.

Hot Spot Studies	FY 2013	Total Cost	PL funds	STP funds	Other	Match
	MPO	\$70,000	\$0	\$56,000	\$0	\$14,000

Northeast Area Study

The MPO successfully completed a comprehensive multi-modal study of the southwestern portion of the planning area in 2012. The recommendations from that study will carry forward to inform the 2040 LRTP. In an effort to achieve this success elsewhere in the planning area, a Northeast Area Study will begin in FY 2013.

This study will tentatively cover the municipalities of Wake Forest, Rolesville, Knightdale, Wendell, Zebulon, Youngsville, Franklinton and Bunn, as well as the surrounding areas of Franklin and Wake Counties. The study will examine land use and socioeconomic forecasts in the area, and develop a long-range and interim list of multi-modal transportation improvement priorities for the subarea described.

The Northeast Area Study will span two fiscal years – FY 2013 and FY 2014 with a total estimated cost of \$600,000. This cost will be divided with \$200,000 in FY 2013 and \$400,000 in FY 2014.

Northeast Area Study	Total FY 2013	Budget	PL funds	STP funds	Other	Match
	MPO	\$200,000	\$0	\$160,000	\$0	\$40,000

FY 2013 NON-CORE-MISSION TASKS

US 1 North Corridor Study – Phase 2

This project will continue from FY 2012. The study extends the US 1 Corridor Study that was completed in 2005-2006, looking at multi-modal improvement recommendations along US 1 from Youngsville to the Vance County line. Franklin County contributed funding to the study in FY 2012. The study was requested by the US 1 Council of Planning, the Town of Franklinton, and Franklin County. The study will extend the ultimate freeway cross-section of US 1, including frontage and backage roads where appropriate, and transit and bicycle/pedestrian accommodations. The project will explore and recommend interim improvements that would be appropriate for implementation as development occurs, including access management, signal timings, ITS, and superstreets.

This project was originally programmed in the FY 2012 UPWP. Due to a late start date, this project is being programmed to span two fiscal years. The project was programmed for \$230,000 in FY 2012; however the new funding split is \$185,000 in FY 2012 and \$45,000 in FY 2013.

US 1 North Corridor Study Phase II	Total FY 2013	Budget	PL funds	STP funds	Other	Match
	MPO	\$45,000	\$0	\$36,000	\$0	\$9,000

Harrison Avenue Crossing

The objectives of the study are to: (1) maintain connectivity in Downtown Cary across the NCRR and CSXT rail corridors to ensure community mobility, livability, and economic vitality while enhancing safety for all transportation system users; (2) determine the feasibility of a grade-separated roadway bridge for North Harrison Avenue over the NCRR rail corridor in Downtown Cary through the development of functional design plans and the evaluation of traffic and community impacts as well as right-of-way constraints; and (3) evaluate traffic impacts of such a facility to the Downtown Cary street network. This study will be managed by others.

Harrison Ave	FY 2013	Total Cost	PL funds	STP funds	Other	Match
	MPO	\$80,000	\$0	\$64,000	\$0	\$16,000

Swift Creek Area Transportation Study Phase II

Phase II of the Swift Creek Area Transportation Study will utilize the outcomes of Phase I (completed in FY 2012) to identify feasible transportation network improvements to advance into stakeholder and public involvement. This phase will include soliciting public and stakeholder participation to review proposed transportation network alternatives in the study area. The public will be engaged through a variety of means such as visualization of the proposed improvements and a discussion of the potential impacts of the various alternatives through public input sessions and stakeholder focus groups.

Swift Creek Area Transportation Study Phase II Project Cost: \$ 65,000	Total FY 2013	Budget	PL funds	STP funds	Other	Match
	MPO	\$52,000	\$0	\$41,600	\$0	\$10,400
	Cary	\$6,500	\$0	\$0	\$6,500	\$0
	Raleigh	\$6,500	\$0	\$0	\$6,500	\$0
	Funding Totals	\$65,000	\$0	\$41,600	\$13,000	\$10,400

Western Boulevard Crossing Study

This project will continue from FY 2012. NC State has an established tradition of pedestrian/bicycle tunnels to connect campus districts physically separated by highway rights-of-way. The Avent Ferry/Western Blvd intersection poses a problem of a busy surface crossing with large numbers of pedestrian and bicycle trips being made between the central campus and Centennial Campus/Avent Ferry area. It is an unfriendly area to non-motorized student traffic traveling back and forth, characterized by high vehicle volumes, jay-walking, and other safety concerns. This study will explore options for increasing safety of motorized and non-motorized traffic in this area.

This project was originally programmed in FY 2012. Due to a late start date, this project is being programmed to span two fiscal years. The project was programmed for \$150,000 in FY 2012; however, the new funding split will be \$25,000 in FY 2011-2012 and \$125,000 in FY 2012-2013.

Western Blvd Crossing Study Project Cost: \$ 125,000	Total FY 2013	Budget	PL funds	STP funds	Other	Match
	MPO	\$75,000	\$0	\$60,000	\$0	\$15,000
	NCSU	\$25,000	\$0	\$0	\$25,000	\$0
	Raleigh	\$25,000	\$0	\$0	\$25,000	\$0
	Funding Totals	\$125,000	\$0	\$60,000	\$50,000	\$15,000

GENERAL TASK DESCRIPTIONS AND NARRATIVES

The following task items describe the work to be undertaken by the MPO, either by staff or contractual services, during FY 2013.

II-Continuing Transportation Planning

II-A Surveillance of Change

The MPO is required by federal regulations and the 3-C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/ demographic conditions will continue to be surveyed and evaluated to determine whether previous projections are still valid or if plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections.

II-A-1: Traffic Volume Counts

Average Daily Traffic (ADT) count databases for the planning area will be obtained and maintained as necessary. Turning movement or other volume counts may be conducted as a part of various planning efforts (corridor studies, subarea studies, etc.).

II-A-2: Vehicle Miles of Travel

No activities proposed, therefore no funds programmed.

II-A-3: Street System Changes

MPO staff will coordinate with NCDOT to perform a comprehensive review of the Federal Functional Classification system within the planning area. Recommended changes to the FFC system will be mapped and discussed with the TCC, TAC and NCDOT.

II-A-4: Traffic Accidents

The Capital Area MPO will periodically receive up-to-date traffic accident data from NCDOT. Additional traffic accident data may be requested or collected to support various planning efforts. TEAAS reports as submitted with LAPP projects will be reviewed and verified.

II-A-5: Transit System Data

Short-range and mid-range transit planning efforts were conducted by the MPO's transit providers, the Capital Area Transit (CAT), Wolfline, and Triangle Transit in the previous fiscal year. Data will continue to be collected to inform various transit planning efforts in the region, including the Long Range Transportation Plan and local implementation planning efforts. This could include the evaluation of transit service performance, development of cross-town route(s), universities/college route(s) and urban service routes that extend beyond the boundaries of the general urban core.

Transit operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements.

Triangle Transit will use funds from this item to evaluate route patronage, on-time performance data, passenger amenity data and customer preferences for service improvements. This data will be used to calibrate the regional travel demand model and provide inputs into route service planning. This also covers a portion of staff salaries in the TTA Departments of Commuter Resources and Capital Development related to Triangle Transit's short-range transit service and facility planning. The task also includes planning and engineering to improve accessibility of bus stops and facilities.

CAT will use funds from this item to develop plans for implementation of Raleigh Five-Year Transit Plan and the collection of passenger data. Triangle Transit will use this item to collect route patronage, on-time performance data, passenger amenity data and customer preferences for service improvements.

II-A-6: Dwelling Unit / Population and Employment Changes

Maintain dwelling unit, population, and employment data for the MPO planning area. Monitor changes in relation to data in the regional travel demand model. Continue scenario refinement with Community Viz to determine final regional LRTP scenario.

II-A-7: Air Travel

No activities proposed, therefore no funds programmed.

II-A-8: Vehicle Occupancy Rates

The MPO will perform regular annual VOR counts.

II-A-10: Mapping

The Capital Area MPO will be engaged in various map production exercises, particularly for the web site and presentations. Mapping activities will also be associated with the LRTP, various public involvement activities, and other projects. Various maps will be made available by request to member agencies. The MPO's Geographic Information System (GIS) will be maintained and updated as necessary.

II-A-11: Managed Activities Center Parking Inventory

No activities proposed, therefore no funds programmed.

II-A-12: Bicycle and Pedestrian Facilities Inventory

No activities proposed, therefore no funds programmed.

II-B: Long Range Transportation Plan Activities

Capital Area MPO staff, working with staffs from the Durham-Chapel Hill-Carrboro MPO, NCDOT, and Triangle J Council of Governments, will continue creating the 2040 Long Range Transportation Plan. Included in those efforts will be work on the Wake County Comprehensive Transportation Plan (CTP) as well as incorporating the Franklin, Harnett, Granville, and Johnston County CTPs into an overall Comprehensive Transportation Plan that includes the entire MPO planning area. Additionally, problem statements and project sheets will be completed for high priority projects for all modes in the LRTP. The 2040 Long Range Transportation Plan and associated air quality conformity determination is anticipated to be complete by June 2013.

II-B-1: Collection of Base Year Data:

The MPO will continue to update this data as necessary for use in the Triangle Regional Travel Demand Model. Staff will monitor regionally significant land use and socio-economic changes for inclusion in base Traffic Analysis Zone (TAZ) data for the region.

II-B-2: Collection of Network Data

The MPO will monitor roadway corridors and intersection improvements not included in base travel demand model network. Following the FY 2011 pilot programs, the MPO started a new yearly program of transportation data collection utilizing new technologies provided by companies such as AirSage and INRIX. The MPO will continue to contract companies experienced in collection of speed and travel behavior data in order to continue updates to network data as necessary.

II-B-3: Travel Model Updates

The MPO will continue to update and validate the Triangle Regional Travel Demand Model, in partnership with the Triangle Model Bureau housed at ITRE. The model will be used to develop the 2040 Long Range Transportation Plan. Outside consultants may be contracted to provide additional model support during the year.

II-B-4: Travel Surveys

Travel behavior surveys may be completed during the year to support transit planning efforts, the Long Range Transportation Plan, or other various planning efforts.

II-B-5: Forecast of Data to Horizon Year

The MPO will monitor regionally significant land use and transportation infrastructure changes and modify future year TAZ files accordingly in support of the LRTP update. The MPO will partner with the DCHC MPO to utilize the results of the recent Community Viz project for land use projections. The MPO will also continue to improve upon the forecasting methodology in support of the 2040 LRTP update as well as to begin preparations for the 2045 LRTP update. The MPO will use the

outputs of the Triangle Regional Travel Demand Model to project traffic and transit figures in the development and maintenance of the 2040 LRTP.

II-B-6: Community Goals and Objectives

The MPO will work with member agencies and the public to gather community input on the region's transportation goals and objectives for all modes. This information will be used in various planning efforts, including the 2040 LRTP.

II-B-7: Forecast of Future Year Travel Patterns

The MPO will test alternative transportation network improvements for system benefit. Outside consultants may be contracted to provide additional model support to complete this work during the year.

II-B-8: Capacity Deficiency Analysis

The MPO will identify areas where current or projected traffic exceeds existing or planned roadway capacity through use of travel demand model, third party data and field observations. This data will assist in the prioritization of transportation improvements in the area, and will be used to develop problem statements for priority projects.

II-B-9: Highway Element of Long Range Transportation Plan (LRTP)

MPO staff will work with member agencies to identify highway deficiencies and solutions; project costs will be determined and projects will be prioritized. Individual project sheets will be developed for priority projects. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained LRTP will be incorporated into the CTP element of the plan.

II-B-10: Transit Element of Long Range Transportation Plan

MPO staff will work with member agencies to identify transit deficiencies and solutions in support of the LRTP. The MPO will continue to develop project costs and project prioritization. Individual project sheets will be developed for priority projects. Projects not recommended for funding in the fiscally constrained LRTP will be incorporated in the CTP element of the plan.

The Transit Element of the LRTP will include the recently completed Wake Transit plan, along with appropriate transit recommendations from member agencies outside of Wake County. Triangle Transit, C-Tran, CAT, and Wolfline (NC State University) will assist with the development of this element. Additionally, the MPO will begin a systems-level analysis that to be included in the CTP and the LRTP as appropriate. The MPO will provide in-kind transportation network planning and travel-demand modeling assistance to the various Transit-Oriented Development (TOD) studies undertaken by local jurisdictions throughout the MPO planning area. This work will support the

continuing planning process around anticipated fixed guideway station locations and coordinate these elements in the LRTP. Additional transit modeling efforts may include coding updated transit routes, developing ridership estimates, and validating mode choice.

II-B-11: Bicycle and Pedestrian Element of the Long Range Transportation Plan –

MPO staff will work with member agencies to identify bicycle and pedestrian deficiencies and solutions; project costs will be determined and projects will be prioritized. Individual project sheets will be developed for priority projects. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained LRTP will be incorporated into the CTP element of the plan.

II-B-12: Airport/Air Travel Element of the Long Range Transportation Plan –

MPO staff will work with member agencies to identify air travel/airport deficiencies and solutions; project costs will be determined and projects will be prioritized. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained LRTP will be incorporated into the CTP element of the plan. The MPO will continue to coordinate with the region's major airports to improve air service and support infrastructure.

II-B-13: Collector Street Element of Long Range Transportation Plan –

MPO staff will work with member agencies to identify collector street deficiencies and solutions; project costs will be determined and projects will be prioritized. Local transportation plans will be consulted. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained LRTP will be incorporated into the CTP element of the plan.

II-B-14: Rail, Waterway and Other Elements of Long Range Transportation Plan

MPO staff will work with member agencies to identify rail deficiencies and solutions; project costs will be determined and projects will be prioritized. The process will be documented per NCDOT and federal requirements. Projects that are not recommended for funding in the fiscally constrained LRTP will be incorporated into the CTP element of the plan.

II-B-15: Freight Movement/Mobility Planning

Identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies consistent with the adopted Congestion Management Process for inclusion in the update of the LRTP/CTP.

II-B-16: Financial Planning

The MPO will develop realistic, best estimates of funding sources available and project cost estimates throughout the forecast years for the 2040 LRTP/CTP. Ensure fiscal constraint in the in the

2040 LRTP. Develop cost estimates for transit planning efforts that will be incorporated into the LRTP. This work will be done in cooperation with NCDOT, Triangle J COG, and the DCHC MPO.

II-B-17: Congestion Management Strategies

The MPO will continue staffing the Congestion Management Process Stakeholders Group. The Congestion Management Stakeholders group will continue to monitor the adopted Congestion Management Process, and will update the process as necessary. Data collection and analysis in support of the process will continue. This data will help the MPO develop strategies to address and manage congestion in accordance with the adopted Congestion Management Plan by increasing transportation system supply, reducing demand by application of alternative mode solutions, and transportation system management strategies. Project priorities for implementing the Congestion Management Process will be developed for implementation through the TIP, LRTP, CTP, CMAQ or other programs.

II-B-18: Air Quality Planning/ Conformity Analysis

The Capital Area MPO is responsible for making a determination as to whether or not transportation plans, programs, and projects (LRTP and TIP) conform to air quality standards and the intent of the SIP. This work will be done in coordination with Triangle J COG and DCHC MPO. Staff will continue to provide technical support to the TAC and TCC regarding air quality planning. In addition Staff will continue participation in the development and application of State Implementation Plans for air quality, participation in the statewide interagency consultation, and providing assistance to NCDENR in developing and maintaining mobile source emission inventories.

III: Administration

In order to support the 3-C planning process, the MPO must engage in many administrative activities, including support of the TCC and TAC committees and subcommittees, public engagement activities, and meeting state and federal contracting, reporting and planning requirements. Section III-C involves compliance with state and federal laws governing Title VI, environmental justice, and involving disadvantaged populations. Section III-D outlines various special studies that will be contracted to consultants to support the LRTP and various other planning efforts in the region, as well as the MPO's involvement in progressing projects in the TIP/STIP phases of implementation.

III-A Planning Work Program

MPO staff will continue to evaluate, administer, and amend the FY 2013 UPWP as necessary, and will develop quarterly reports to NCDOT for reimbursement of planning funds. The FY 2014 UPWP will be developed, and the MPO's ten year planning calendar will be maintained in an effort to plan UPWP tasks accordingly. MPO staff will work with LPA staff to follow appropriate budget protocols and reporting.

III-B Transportation Improvement Program

The MPO will review the draft 2014-2020 STIP upon its release, and will develop the MPO's 2014-2020 TIP. The MPO will amend and modify the existing TIP as necessary. The MPO will ensure TIP/STIPs maintain consistency with the 2035 and 2040 Long Range Transportation Plans, air quality conformity regulations and federal planning regulations. Staff will participate as necessary in workshops, training, and meetings regarding the NCDOT prioritization process.

III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements

III-C-1: Title VI

MPO staff will work with NCDOT's Office of Civil Rights and Business Opportunity and Workforce Development Office (BOWD) and all member governments to ensure that MPO projects and programs meet the intent of all applicable Title VI legislation. Transit agencies will use this line item to perform service planning in accordance with FTA Title VI regulations.

III-C-2: Environmental Justice (EJ)

MPO staff will collaborate with DCHC MPO staff to develop a list and maps identifying low-income, minority, and limited English proficient areas throughout the MPO planning area and ensure that these groups are included in all public involvement opportunities. Transit agencies will use this line item to perform service planning in consideration of low-income and minority groups.

III-C-3: Minority Business Enterprise

MPO staff will work with NCDOT's Office of Civil Rights and Business Opportunity and Workforce Development Office (BOWD) and all member governments to ensure that MPO projects and programs encourage participation by Minority Business Enterprises. This will include development of lists of MBE certified businesses registered with all MPO jurisdictions.

III-C-4: Planning for the Elderly & Disabled

The MPO will support efforts of the transit agencies in this area, particularly in meeting federal ADA requirements and providing demand-response services to this population. CAT will monitor the Accessible Raleigh Transportation Program and participation.

III-C-5: Safety / Drug Control Planning

No activities proposed, therefore no funds programmed.

III-C-6: Public Involvement

MPO staff will develop an extensive list of public involvement contacts, including homeowner associations, Citizen Action Committees, lists of interested parties on various topics etc. This list will be created for contacts throughout the MPO's planning area.

MPO staff will research and develop a list of mechanisms for the MPO and its member jurisdictions to solicit public comments and ideas, identify circumstances and impacts which may not have been known

or anticipated by public agencies, and, by doing so, to build support among the public who are stakeholders in transportation investments.

Transit agencies will conduct public involvement efforts in relation to route planning efforts.

Specific public engagement opportunities will be conducted throughout the development of the 2040 Long Range Transportation Plan, including public workshops, drop-in sessions, or informational sessions. Additional public engagement activities will be conducted as necessary for various planning efforts, including public hearings, presentations to TCC/TAC and local governing boards, meetings with interest groups, and media relations.

III-C-7: Private Sector Participation

CAT will develop the UPASS Program, facilitate bus pass purchase by private organizations, and review development plans.

III-D Incidental Planning and Project Development

III-D-2: Environmental Analysis & Pre-TIP Planning

The MPO will participate regularly and consistently in the TIP project planning & development process, including development of problem statements; submission of comments; attendance at public meetings, scoping meetings, NEPA 404 merger meetings; and participating in field inspections. Staff will continue to support and be involved in NCDOT efforts to integrate the NEPA process in the MPO systems planning process. The MPO will continue to support efforts to implement the MPO's Locally Administered Projects Program on a project-level where necessary.

III-D-3: Special Studies

The MPO will begin, continue, and/or complete several special study efforts during FY 2013. Studies indicated in the III-D-3 A section are considered part of the MPO's Core Mission Emphasis Areas. Studies included in the III-D-3 B section will reflect special studies in the MPO's Supplemental Emphasis Areas, and generally will be financially supplemented by additional member agency funding.

III-D-3-A: Core Mission Special Studies (See Pages 21-24)

Locally Administered Projects Program

Congestion Management Program

Regional Rail Transit Planning

Local Area Hot Spot Analysis

Northeast Subarea Study

III-D-3 B: Non-Core Mission Special Studies (See Pages 24-25)

US-1 North - Phase 2

Swift Creek Network Study

Western Boulevard Crossing Study

III-D-4: Regional or Statewide Planning

The Capital Area MPO will participate in projects, partnering with DCHC, Triangle Transit, the Regional Transportation Alliance (RTA), and TJCOG to serve as a coordination mechanism for MPO and RPO activities.

The principal regional-scale planning activities in the Triangle Ozone Non-attainment area:

Air quality (and related environmental) planning, including input into Motor Vehicle Emissions Budget development, land use and related socioeconomic data and methodologies, and conformity reporting, as required.;

Land use and socioeconomic data development and Management;

Fiscal constraint consistency; and

Cross-border project planning and reconciliation

MPOs, RPOs, individual communities, the Triangle Transit Authority, NCDOT, FHWA, NCDENR, FTA and USEPA have participated in the past regional planning efforts and will play similar roles in this phase.

The MPO will be engaged in a wide range of studies conducted to meet the transportation planning needs of the area. These studies are expected to include the MPO Air quality Initiatives, Regional Financing study, etc.

The MPO will maintain active participation in various professional associations, including but not limited to the NC Association of Metropolitan Planning Organizations. The MPO will also support regional initiatives such as Best Workplaces for Commuters.

Appendix B contains narrative for Triangle J Council of Government work program for this cost center.

III-E Management and Operations

The continuing transportation planning process requires considerable administrative time for attending quarterly meetings, preparing agendas, monthly/quarterly, or annual training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL fund account and other Federal Funds.

MPO staff will review the Public Involvement Policy, TAC/TCC bylaws, and the MOU with member jurisdictions (if necessary based on the bylaws) and recommending updates to the Prospectus.

The MPO is anticipating, based on 2010 Census numbers, to expand staff and possibly office spaces, including purchase of furniture and equipment, to address the needs of the increased planning area and/or responsibilities.

Proposed Activities:

1. Support Wake County through a comprehensive, continuing, and cooperative transit planning and programming process that may lead to a future referendum.
2. Provide liaison between Capital Area MPO member agencies, transit providers, the Durham-Chapel Hill-Carrboro MPO (DCHC MPO), the North Carolina Department of Transportation (NCDOT), the Department of Environment and Natural Resources (DENR), the Triangle J Council of Government, the surrounding Rural Planning Organization (RPOs) and other organizations at the local, regional, state, and federal level on transportation related matters, issues and actions.
3. Work with the DCHC MPO on regional issues. Prepare Regional Project Priority lists and TIP and amend as necessary. Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3-C public participation process for appropriate MPO action.
4. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
5. Participate in Joint Capital Area MPO/DCHC MPO TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
6. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.
7. Prepare and distribute TAC and TCC meeting agendas. Attend TAC, TCC and other meetings associated with MPO planning activities.

Subcommittees and Boards on Which MPO Staff Serve

Bus on Shoulder System (BOSS) Team

Bus on shoulder operation is a low-cost, fast-implementation treatment that can provide immediate benefits to transit whenever mainline travel is experiencing moderate to heavy degrees of congestion. Bus on shoulder operation will allow transit buses with trained drivers to operate on the shoulders of selected freeways and expressways in order to bypass congestion and maintain transit schedules.

Expected benefits of the program for North Carolina are similar to those identified by Minnesota and other states, and are expected to include some or all of the following:

- Shorter transit travel times
- More predictable and reliable transit schedules
- Fewer missed transfer connections
- Increased transit ridership
- Reduced driver overtime
- Decreased operational costs

The first BOSS pilot implementation in North Carolina will occur on I-40 in the Research Triangle area during 2012. If successful, the program could be expanded to other routes, with the goal of creating a regional Bus on Shoulder System.

MPO staff participates on this committee as part of the regular MPO duties.

Capital Area Bicycle Pedestrian Stakeholders Group (BPSG)

The Capital Area Bicycle and Pedestrian Stakeholders Group, or BPSG, is composed of citizens, bicyclists, and planners interested in pedestrian and bicycle issues in Wake, Franklin, Johnston, Harnett, and Granville Counties. The BPSG acts as an advisory group to the Capital Area MPO. Meetings are held the monthly and are open to the public.

Staff of the MPO acts as facilitator for meetings and offers administrative and website support as part of regular MPO duties.

Congestion Management Process Stakeholders Group

The Congestion Management Process Stakeholders Group meets to address and discuss projects involving the congestion management process, such as ramp metering, intelligent transportation systems, long range transportation plans, etc.

Staff of the MPO acts as facilitator for meetings and offers administrative and website support as part of regular MPO duties.

I-40 Regional Partnership

The I-40 Regional Partnership is a cooperative initiative of the NC Department of Transportation (NCDOT), the Capital Area Metropolitan Planning Organization (MPO), the Durham-Chapel Hill-Carrboro MPO, cities and towns along the corridor, Triangle Transit, RDU Airport, the Research Triangle Park (RTP), the North Carolina State Highway Patrol (SHP), the Federal Highway Administration (FHWA), the Regional Transportation Alliance (RTA), and other partners. The Partnership is designed to provide an ongoing focus on the Triangle's most critical freeway in order to maintain its long-term viability.

The I-40 Regional Partnership initiative is designed to help participants discover, share, and examine the current status of Interstate 40 in the Triangle in order to identify both short- and long-term opportunities for improvements to the Interstate in the Triangle region. Current objectives include improvements to I-40 interchanges including a possible ramp metering pilot, improvements to reliever routes such as NC 54 and US 70, and transit enhancements via a possible pilot Bus on Shoulder System (BOSS) project.

MPO staff participates on this committee as part of the regular MPO duties.

I-95 Corridor Coalition

The I-95 Corridor Coalition is an alliance of transportation agencies, toll authorities, and related organizations, including public safety, from the State of Maine to the State of Florida, with affiliate members in Canada. The Coalition provides a forum for key decision and policy makers to address transportation management and operations issues of common interest. This volunteer, consensus-driven organization enables its myriad state, local and regional member agencies to work together to improve transportation system performance far more than they could working individually. The Coalition has successfully served as a model for multi-state/jurisdictional interagency cooperation and coordination for over a decade.

Staff of the MPO participate in webinars and online meetings as part of regular MPO duties.

Integration Implementation Team

The Integration Project was designed through the work of a multi-agency 'Integration Team' from 2005 to 2007. This work resulted in the identification of 8 linkages between long-range planning and project development, where products from the CTP process could inform or serve as the starting point for NEPA/ SEPA.

In 2008, an 'Integration Implementation Team' (IIT) was formed to direct the implementation of the Integration Project. Under the leadership of the IIT, small working groups will design best standards and practices for accomplishing the goals of integration.

MPO staff participates on this committee as part of the regular MPO duties.

Land Use Coordinated Infrastructure Development (LUCID)

This is an effort coordinated between TJCOG and the region's land use (and sometimes transportation) planners to develop a sustainable land use plan for the region. John invites the planners to TJCOG to participate in discussions on land use topics once every two to three months.

The LUCID program is designed to bring clear understanding to decision-makers for the development and community infrastructure and policy "table legs" by focusing on:

1. Definition and identification of key ingredients in the transit/land use connection.
2. Analysis of plans, practices and projects and how they address these ingredients.
3. Visualization to show how plans, practices and projects can result in compact, complete and connected communities.
4. Engagement of those with interests in matching development with transit investments.

MPO staff participates on this committee as part of the regular MPO duties.

Public Participation Toolkit Workgroup

NCDOT began in 2004 to seek better ways to plan, design and build projects. A multi-disciplinary team was assembled to determine informational needs. From that group eight linkages were identified through which data, decisions, and information can be passed from long-range transportation planning to project development. One of the critical links was public participation.

This workgroup is assisting in development of a process and toolkit that will provide:

- A well-defined process for when to conduct public participation
- A list of decision making criteria to use in guiding the selection of appropriate techniques to use
- Updated techniques
- Guidance on developing an integrated public participation process best suited to the needs of specific communities as well as decision makers; and
- Best practices and suggested methods for continuous feedback to the public – updates on how their input is being used

This toolkit will ultimately be online, using interactive geospatial maps for area identification and socioeconomic identification of public participants and will be available for use by all NC practitioners. It is hoped that ultimately this toolkit will be available for use nationwide.

MPO staff participates as part of the steering committee and workgroup participant as part of the regular MPO duties.

Triangle Mobility Action Partnership (TRI-MAP)

The Triangle Mobility Action Partnership (Tri-MAP) serves as an ongoing forum to help increase understanding and build consensus among elected officials, transportation partners and the regional business community regarding key transportation challenges.

Tri-MAP affords participants a periodic solution-oriented dialogue to help identify potential pitfalls, opportunities and allied issues. Individual Tri-MAP participants cooperatively provide the information, guidance and counsel needed for the region to create sound policy and outreach strategies concerning transportation issues.

Tri-MAP meetings are held every other month. Tri-MAP is coordinated by the Regional Transportation Alliance.

The MPO acts as staff to the US-1 Council of Planning, and offers administrative and website support as part of regular MPO duties.

US-1 Council of Planning

Following adoption of the US-1 Corridor Study in 2006, the US-1 Memorandum of Understanding was developed. The purpose of the MOU is to encourage participating local governments (currently, Wake and Franklin Counties, the City of Raleigh, Town of Youngsville and Town of Wake Forest) and transportation agencies managing the corridor to implement the US-1 corridor vision through development regulations. This includes a review of land use, urban design, and transportation infrastructure development proposals along the corridor. The Council of Planning serves as an advisory group to these local governments, and meets regularly to:

- Review all land use developments and transportation projects of regional significance that could impact the US-1 corridor, working in tandem with the NCDOT Division and District Engineers
- Review any changes to the US-1 Corridor Plan, and coordinate the community involvement activities necessary to ensure the integrity of the Plan
- Review and coordinate member jurisdictions' land use plans that cover the corridor.

The partnership established through the MOU is clear in the position that all parties recognize that future governmental entities may not be contractually bound by the adoption of the Memorandum. Parties, in good faith, commit to review the recommendations of the Council of Planning, and include the Council of Planning review as part of regular development approval activities for properties within the study area.

MPO staff participates on this committee as part of the regular MPO duties.

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Table 3 - MPO Funding Breakdown by Source and Task Code

Revised - 2012-04-18

Capital Area MPO - Composite Summary			TPB		SEC 104 (F)		STP DA Funds		SECTION 5303			SECTION 5307			SECTION 5309			TASK FUNDING SUMMARY			
TASK CODE	TASK DESCRIPTION	AGENCY	Highway		Highway/Transit		Highway/Transit		Highway/Transit			Transit			Transit			LOCAL	NCDOT	FEDERAL	TOTAL
			NCDOT	FHWA	Local	FHWA	Local	FHWA	Local	PTD	FTA	Local	PTD	FTA	Local	PTD	FTA				
			20%	80%	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%	25%	25%	50%				
II. CONTINUING TRANSPORTATION PLANNING																					
II-A-1	Traffic Volume Counts	MPO			\$ 600	\$ 2,400											\$ 600	\$ -	\$ 2,400	\$ 3,000	
II-A-2	Vehicles Miles of Travel (VMT)																\$ -	\$ -	\$ -	\$ -	
II-A-3	Street System Changes	MPO			\$ 200	\$ 800											\$ 200	\$ -	\$ 800	\$ 1,000	
II-A-4	Traffic Accidents	MPO			\$ 1,000	\$ 4,000											\$ 1,000	\$ -	\$ 4,000	\$ 5,000	
II-A-5	Transit System Data	MPO			\$ 2,000	\$ 8,000											\$ 2,000	\$ -	\$ 8,000	\$ 10,000	
		CAT/RALEIGH PW							\$ 12,929	\$ 12,929	\$ 103,433	\$ 5,837	\$ 5,837	\$ 46,697	\$ 18,766	\$ 18,766	\$ 150,130	\$ 187,662			
		TRIANGLE TRANSIT										\$ 6,000	\$ 6,000	\$ 48,000	\$ 6,000	\$ 6,000	\$ 48,000	\$ 60,000			
	CARY TRANSIT										\$ 1,250	\$ 1,250	\$ 10,000	\$ 1,250	\$ 1,250	\$ 10,000	\$ 12,500				
II-A-6	Dwelling Unit and Population Changes	MPO			\$ 2,250	\$ 9,000											\$ 2,250	\$ -	\$ 9,000	\$ 11,250	
II-A-7	Air Travel																\$ -	\$ -	\$ -	\$ -	
II-A-8	Vehicle Occupancy Rates (VOR)	MPO			\$ 1,440	\$ 5,760											\$ 1,440	\$ -	\$ 5,760	\$ 7,200	
II-A-9	Travel Times Studies																\$ -	\$ -	\$ -	\$ -	
II-A-10	Mapping	MPO			\$ 6,000	\$ 24,000											\$ 6,000	\$ -	\$ 24,000	\$ 30,000	
II-A-11	Managed Activity Center Parking Inventory																\$ -	\$ -	\$ -	\$ -	
II-A-12	Bicycle and Pedestrian Facilities Inventory																\$ -	\$ -	\$ -	\$ -	
II. LONG-RANGE TRANSPORTATION PLAN (LRTP)																					
II-B-1	Collection of Base Year Data	MPO			\$ 1,000	\$ 4,000											\$ 1,000	\$ -	\$ 4,000	\$ 5,000	
II-B-2	Collection of Network Data	MPO			\$ 28,000	\$ 112,000											\$ 28,000	\$ -	\$ 112,000	\$ 140,000	
	Data Collection-Cellular Triangulation	MPO			\$ 7,000	\$ 28,000											\$ 7,000	\$ -	\$ 28,000	\$ 35,000	
II-B-3	Travel Model Updates	MPO			\$ 35,000	\$ 140,000											\$ 35,000	\$ -	\$ 140,000	\$ 175,000	
		TRIANGLE TRANSIT										\$ 9,000	\$ 9,000	\$ 72,000	\$ 9,000	\$ 9,000	\$ 72,000	\$ 90,000			
II-B-4	Travel Surveys	MPO			\$ 1,000	\$ 4,000											\$ 1,000	\$ -	\$ 4,000	\$ 5,000	
II-B-5	Forecast of Data to Horizon Year	MPO			\$ 10,000	\$ 40,000											\$ 10,000	\$ -	\$ 40,000	\$ 50,000	
	Community Viz				\$ 12,000	\$ 48,000											\$ 12,000	\$ -	\$ 48,000	\$ 60,000	
II-B-6	Community Goals and Objectives	MPO			\$ 5,000	\$ 20,000											\$ 5,000	\$ -	\$ 20,000	\$ 25,000	
II-B-7	Forecasts of Future Travel Patterns	MPO					\$ 10,000	\$ 40,000									\$ 10,000	\$ -	\$ 40,000	\$ 50,000	
II-B-8	Capacity Deficiency Analysis	MPO			\$ 5,000	\$ 25,000											\$ 5,000	\$ -	\$ 25,000	\$ 30,000	
II-B-9	Highway Element of LRTP/CTP	MPO			\$ 9,000	\$ 36,000											\$ 9,000	\$ -	\$ 36,000	\$ 45,000	
II-B-10	Transit Element of LRTP/CTP	MPO			\$ 8,000	\$ 32,000											\$ 8,000	\$ -	\$ 32,000	\$ 40,000	
		CAT/RALEIGH PW							\$ 8,884	\$ 8,884	\$ 71,076	\$ 31,876	\$ 31,876	\$ 255,015	\$ 40,760	\$ 40,760	\$ 326,091	\$ 407,611			
		TRIANGLE TRANSIT										\$ 1,750	\$ 1,750	\$ 14,000	\$ 1,750	\$ 1,750	\$ 14,000	\$ 17,500			
	CARY TRANSIT										\$ 450	\$ 450	\$ 3,600	\$ 450	\$ 450	\$ 3,600	\$ 4,500				
	Transit Oriented Development	MPO			\$ 11,000	\$ 44,000											\$ 11,000	\$ -	\$ 44,000	\$ 55,000	
II-B-11	Bicycle and Pedestrian Element of LRTP/CTP	MPO			\$ 5,000	\$ 20,000											\$ 5,000	\$ -	\$ 20,000	\$ 25,000	
II-B-12	Airport /Air Travel Element of LRTP	MPO			\$ 2,000	\$ 8,000											\$ 2,000	\$ -	\$ 8,000	\$ 10,000	
II-B-13	Collector Street Element of LRTP	MPO/ WAKE CO.			\$ 5,000	\$ 20,000											\$ 5,000	\$ -	\$ 20,000	\$ 25,000	
II-B-14	Rail, Waterway, or Other Mode Element of LRTP	MPO			\$ 3,000	\$ 12,000											\$ 3,000	\$ -	\$ 12,000	\$ 15,000	
II-B-15	Freight Movement/Mobility Planning	MPO			\$ 7,500	\$ 37,500											\$ 7,500	\$ -	\$ 37,500	\$ 45,000	
II-B-16	Financial Planning	MPO			\$ 6,000	\$ 24,000											\$ 6,000	\$ -	\$ 24,000	\$ 30,000	
		CAT/RALEIGH PW										\$ 791	\$ 791	\$ 6,328	\$ 791	\$ 791	\$ 6,328	\$ 7,910			
		CARY TRANSIT										\$ 1,250	\$ 1,250	\$ 10,000	\$ 1,250	\$ 1,250	\$ 10,000	\$ 12,500			
II-B-17	Congestion Management Strategies	MPO			\$ 3,000	\$ 12,000											\$ 3,000	\$ -	\$ 12,000	\$ 15,000	
II-B-18	Air Quality Planning/Conformity Analysis, BWPC See III-D-4	MPO			\$ 3,000	\$ 12,000											\$ 3,000	\$ -	\$ 12,000	\$ 15,000	
																	\$ -	\$ -	\$ -	\$ -	

Capital Area MPO - Composite Summary			TPB		SEC 104 (F)		STP DA Funds		SECTION 5303			SECTION 5307			SECTION 5309			TASK FUNDING SUMMARY				
TASK CODE	TASK DESCRIPTION	AGENCY	Highway		Highway/Transit		Highway/Transit		Highway/Transit			Transit			Transit			LOCAL	NCDOT	FEDERAL	TOTAL	
			NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	PTD 10%	FTA 80%	Local 10%	PTD 10%	FTA 80%	Local 25%	PTD 25%	FTA 50%					
III. ADMINISTRATION																						
III-A	Unified Planning Work Program	MPO			\$ 6,000	\$ 24,000											\$ 6,000	\$ -	\$ 24,000	\$ 30,000		
		CAT/RALEIGH PW																\$ 853	\$ 853	\$ 6,828	\$ 8,534	
		CARY TRANSIT																\$ 125	\$ 125	\$ 1,000	\$ 1,250	
III-B	Transportation Improvement Program	MPO			\$ 8,000	\$ 32,000											\$ 8,000	\$ -	\$ 32,000	\$ 40,000		
		CAT/RALEIGH PW																\$ 806	\$ 806	\$ 6,454	\$ 8,066	
		CARY TRANSIT																\$ 200	\$ 200	\$ 1,600	\$ 2,000	
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements																						
III-C-1	Title VI	MPO			\$ 3,000	\$ 12,000											\$ 3,000	\$ -	\$ 12,000	\$ 15,000		
		CAT/RALEIGH PW																\$ 791	\$ 791	\$ 6,328	\$ 7,910	
		TRIANGLE TRANSIT																\$ 34,750	\$ 34,750	\$ 278,000	\$ 347,500	
		CARY TRANSIT																\$ 300	\$ 300	\$ 2,400	\$ 3,000	
III-C-2	Environmental Justice	MPO			\$ 3,250	\$ 13,000											\$ 3,250	\$ -	\$ 13,000	\$ 16,250		
		CAT/RALEIGH PW																\$ 529	\$ 529	\$ 4,239	\$ 5,297	
		CARY TRANSIT																\$ 390	\$ 390	\$ 3,120	\$ 3,900	
III-C-3	Minority Business Enterprise Planning (MBE)	MPO			\$ 2,000	\$ 8,000											\$ 2,000	\$ -	\$ 8,000	\$ 10,000		
III-C-4	Planning for the Elderly and Disabled	MPO			\$ 2,000	\$ 8,000												\$ 2,000	\$ -	\$ 8,000	\$ 10,000	
		CAT/RALEIGH PW																\$ 534	\$ 534	\$ 4,273	\$ 5,341	
		CARY TRANSIT																\$ 1,200	\$ 1,200	\$ 9,600	\$ 12,000	
III-C-5	Safety/Drug Control Planning	MPO															\$ -	\$ -	\$ -	\$ -		
III-C-6	Public Involvement	MPO			\$ 10,000	\$ 40,000												\$ 10,000	\$ -	\$ 40,000	\$ 50,000	
		CAT/RALEIGH PW								\$ 1,887	\$ 1,887	\$ 15,098						\$ 836	\$ 836	\$ 6,695	\$ 27,239	
		CARY TRANSIT																\$ 175	\$ 175	\$ 1,400	\$ 1,750	
III-C-7	Private Sector Participation	CAT/RALEIGH PW							\$ 1,059	\$ 1,059	\$ 8,465							\$ 1,217	\$ 1,217	\$ 9,735	\$ 22,752	
		CARY TRANSIT																\$ 225	\$ 225	\$ 1,800	\$ 2,250	
																		\$ -	\$ -	\$ -	\$ -	
III-D Incidental Planning and Project Development																						
III-D-1	Transportation Enhancement Planning																\$ -	\$ -	\$ -	\$ -		
III-D-2	Environmental Analysis and Pre-TIP Planning	MPO			\$ 5,100	\$ 20,400											\$ 5,100	\$ -	\$ 20,400	\$ 25,500		
																		\$ -	\$ -	\$ -	\$ -	
Special Studies																						
A- MPO Core Function Studies																						
III-D-3	1) Regional Rail Transit Planning	MPO																\$ -	\$ -	\$ -	\$ -	
		a) West Raleigh/East Cary Crossings	MPO					\$ 30,000	\$ 120,000										\$ 30,000	\$ -	\$ 120,000	\$ 150,000
			MPO					\$ 63,600	\$ 254,400										\$ 63,600	\$ -	\$ 254,400	\$ 318,000
		b) Transit Systems Planning	MPO					\$ 14,000	\$ 56,000										\$ 14,000	\$ -	\$ 56,000	\$ 70,000
			MPO					\$ 40,000	\$ 160,000										\$ 40,000	\$ -	\$ 160,000	\$ 200,000
		B- MPO Non-Core Function Studies																				
III-D-3	1) US-1 North Phase 2	MPO					\$ 9,000	\$ 36,000										\$ 9,000	\$ -	\$ 36,000	\$ 45,000	
		MPO					\$ 16,000	\$ 64,000										\$ 16,000	\$ -	\$ 64,000	\$ 80,000	
	3) Swift Creek Network Study	MPO					\$ 10,400	\$ 41,600										\$ 10,400	\$ -	\$ 41,600	\$ 52,000	
		CARY					\$ 6,500	\$ -										\$ 6,500	\$ -	\$ -	\$ 6,500	
	4) Western Blvd crossing Study	RALEIGH					\$ 6,500	\$ -										\$ 6,500	\$ -	\$ -	\$ 6,500	
		MPO					\$ 15,000	\$ 60,000										\$ 15,000	\$ -	\$ 60,000	\$ 75,000	
C- Triangle Transit Special Study	NCSU					\$ 25,000	\$ -										\$ 25,000	\$ -	\$ -	\$ 25,000		
	RALEIGH					\$ 25,000	\$ -										\$ 25,000	\$ -	\$ -	\$ 25,000		
III-D-4	Regional or Statewide Planning	TRIANGLE TRANSIT																\$ 34,000	\$ 34,000	\$ 272,000	\$ 340,000	
		Air Quality Planning																\$ -	\$ -	\$ -	\$ -	
		A- Regional-Statewide AQ Ping (TJCOG)	MPO					\$ 9,000	\$ 36,000									\$ 9,000	\$ -	\$ 36,000	\$ 45,000	
		B- AQ Corrd, Best workplaces (TJCOG)	MPO					\$ 6,000	\$ 24,000									\$ 6,000	\$ -	\$ 24,000	\$ 30,000	
III-E	Management and Operations	MPO			\$ 15,321	\$ 48,786	\$ 72,000	\$ 288,000										\$ 87,321	\$ -	\$ 336,786	\$ 424,107	
		CAT/RALEIGH PW					\$ -	\$ -										\$ 887	\$ 887	\$ 7,099	\$ 8,873	
		CARY TRANSIT					\$ -										\$ 750	\$ 750	\$ 6,000	\$ 7,500		
TOTALS			0	0	\$ 234,661	\$ 938,646	\$ 363,000	\$ 1,200,000	\$ 24,759	\$ 24,759	\$ 198,072	\$ 136,772	\$ 136,772	\$ 1,094,211			\$ 759,192	\$ 161,531	\$ 3,430,929	\$ 4,351,652		

Table 4A: Capital Area Transit Funding By Source and Task Code

REVISED - 2012-04-18

1 MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	
2 FTA Code	442400	442100	442500	442700	442100	442700	442682	442100	442400	442700	442100	442100	
3 Task Code	II-A-5	III-A	III-B	II-B-16	III-C-1	III-C-2	III-C-4	III-C-6	III-C-7	II-B-10	III-E		
4 Title of Planning Task	Transit System Data	Unified Planning Work Program	Transportation Improvement Program	Financial Planning	Title VI	Environmental Justice	Planning for the Elderly and Disabled	Public Involvement	Private Sector Participation	Long Range Transportation Plan	Management and Operations	TOTALS	
5 Task Objective	Develop plans for implementation of Raleigh Five-Year Transit Plan and the collection of passenger data.	Preparation of Unified Planning Work Program	Preparation of transit portion of Transportation Improvement Program.	Develop of cost estimates for future years of Transit Plan.	Service planning in accordance with FTA Regulations for Title VI.	Service planning in consideration of low-income & minority groups.	Monitor the Accessible Raleigh Transportation Program and participation.	Public Involvement in the transit route decision-making process.	Partnerships &/or involvement with private entities.	Transit Element of LRTP/CTP	Prepare reports, provide staffing to Raleigh Transit Authority, and provide transit planning information to citizens and other agencies.		
6 Tangible Product Expected	Develop bus implementation plans to support the Raleigh Five-Year Transit Plan; monthly route evaluations; street furniture & bus stop planning; and the collection of annual bus passenger counts by stop location.	Preparation of (any amendments thereto) the Unified Planning Work Program per Federal & State requirements.	Preparation and planning of capital projects for transit system.	Develop of cost analyses for capital projects (services & equipment) needed for implementation of expansion of system.	Prepare route plans and evaluations.	Prepare route evaluations considering the three principals of E.J.	Prepare performance reports for ridership & service supply for the Accessible Raleigh Transportation (ART) Program.	Extensive public involvement process for service changes.	UPASS Program development and partnerships with neighborhood organizations/the private sector.	Additional modeling; coding transit routes, ridership estimates, validating mode choice - low and estimate.	Prepare monthly service reports for transit planning efforts; provide staffing to Raleigh Transit Authority including reports, agendas, minutes, etc. Provide transit planning information & documentation to other agencies & the general public, including the development route schedules, bus stop displays, etc.		
7 Expected Completion Date of Product(s)	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	
8 Previous Work	Raleigh Five-Year Transit Plan/monthly route evaluations and the collection of Passenger Counts by stop location.	Previous annual Unified Planning Work Program.	Previous annual transit portion of Transportation Improvement Program.	Previous work in cost analysis and future financial planning.	Previous plans and Triennial Title VI review by FTA.	Previous route evaluations to the Raleigh Transit Authority.	Previous operating, financial, and ridership inventories.	Five-Year Transit Plan public input process and extensive public involvement for all other service changes.	UPASS Program development, bus pass purchase by private organizations, and development plan review.	LRTP	Previous reports and Transit Authority activities. Previous financing data, Service Plans, & other reports & studies.		
9 Prior FTA Funds													
10 Relationship To Other Activities													
11 Agency Responsible for Task Completion	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	CAT/Raleigh PW	
16 Section 5303 Local 10%	\$ 12,929						\$ -	\$ -	\$ 1,887	\$ 1,059	\$ 8,884	\$ 24,759	
17 Section 5303 NCDOT 10%	\$ 12,929						\$ -	\$ -	\$ 1,887	\$ 1,059	\$ 8,884	\$ 24,759	
18 Section 5303 FTA 80%	\$ 103,433						\$ -	\$ -	\$ 15,098	\$ 8,465	\$ 71,076	\$ 198,072	
19 Section 5307 Transit - Local 10%	\$ 5,837	\$ 853	\$ 806	\$ 791	\$ 791	\$ 529	\$ 534	\$ 836	\$ 1,217	\$ 31,876	\$ 887	\$ 44,957	
20 Section 5307 Transit - NCDOT 10%	\$ 5,837	\$ 853	\$ 806	\$ 791	\$ 791	\$ 529	\$ 534	\$ 836	\$ 1,217	\$ 31,876	\$ 887	\$ 44,957	
21 Section 5307 Transit - FTA 80%	\$ 46,697	\$ 6,828	\$ 6,454	\$ 6,328	\$ 6,328	\$ 4,239	\$ 4,273	\$ 6,695	\$ 9,735	\$ 255,015	\$ 7,099	\$ 359,691	
22 Section 5309 Transit - Local 25%												\$ -	
23 Section 5309 Transit - NCDOT 25%												\$ -	
24 Section 5309 Transit - FTA 50%												\$ -	
25 Additional Funds - Local 100%												\$ -	

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Table 5A: Anticipated DBE Contracting Opportunities – Capital Area Transit

Section
5303

Name of MPO: NC CAPITAL AREA MPO

Person Completing Form: Kelli Yeager/David Eatman

Telephone No: 919-996-4089

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, Printing, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
				\$0	\$0
<u>No DBE Opportunities Anticipated for FY 2012-2013</u>					

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Table 4B: Cary Transit Funding by Source and Task Code

MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO	Capital Area MPO
FTA Code	442400	442100	442500	442700	442100	442700	442682	442100	442400	442700	442100	
Task Code	II-A-5	III-A	III-B	II-B-16	III-C-1	III-C-2	III-C-4	III-C-6	III-C-7	II-B-10	III-E	
Title of Planning Task	Transit System Data	Unified Planning Work Program	Transportation Improvement Program	Financial Planning	Title VI	Environmental Justice	Planning for the Elderly and Disabled	Public Involvement	Private Sector Participation	Long Range Transportation Plan	Management and Operations	TOTALS
Task Objective	Develop plans for implementation of Town of Cary's Transit Plan and the collection of passenger data.	Preparation of Unified Planning Work Program	Preparation of transit portion of Transportation Improvement Program.	Develop of cost estimates for future years of Transit Plan.	Service planning in accordance with FTA Regulations for Title VI.	Service planning in consideration of low-income & minority groups.	Monitor the C-Tran ADA and Premium ADA Door to Door Program and participation.	Public Involvement in the transit route decision-making process.	Partnerships &/or involvement with private entities.	Transit Element of LRTP/CTP	Prepare reports, provide staffing to Transit Section, Town Manager, Town Council and provide transit planning information to citizens and other agencies.	
Tangible Product Expected	Develop bus implementation plans to support the Town of Cary's Five-Year Transit Plan; monthly route evaluations; street furniture & bus stop planning; and the collection of annual bus passenger counts by stop location.	Preparation of (any amendments thereto) the Unified Planning Work Program per Federal & State requirements.	Preparation and planning of capital projects for transit system.	Develop of cost analyses for capital projects (services & equipment) needed for implementation of expansion of system.	Prepare route plans and evaluations.	Prepare route evaluations considering the three principals of E.J.	Prepare performance reports for ridership & service supply for the Town's ADA Door-to-Door Transit Services for Seniors and Disabled	Extensive public involvement process for service changes.	UPASS Program development and partnerships with neighborhood organizations/the private sector.	Additional modeling: coding transit routes, ridership estimates, validating mode choice - low and estimate.	Prepare monthly service reports for transit planning efforts; provide staffing to Town of Cary's Planning Department/Transit Section including reports, agendas, minutes, etc. Provide transit planning information & documentation to other	
Expected Completion Date of Product(s)	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	
Previous Work	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	Not applicable, first year in UPWP	
Prior FTA Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Relationship To Other Activities												
Agency Responsible for Task Completion	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	Town of Cary/C-Tran	
Section 5307 Transit - Local 10%	\$ 1,250	\$ 125	\$ 200	\$ 1,250	\$ 300	\$ 390	\$ 1,200	\$ 175	\$ 225	\$ 450	\$ 750	\$ 6,315
Section 5307 Transit - NCDOT 10%	\$ 1,250	\$ 125	\$ 200	\$ 1,250	\$ 300	\$ 390	\$ 1,200	\$ 175	\$ 225	\$ 450	\$ 750	\$ 6,315
Section 5307 Transit - FTA 80%	\$ 10,000	\$ 1,000	\$ 1,600	\$ 10,000	\$ 2,400	\$ 3,120	\$ 9,600	\$ 1,400	\$ 1,800	\$ 3,600	\$ 6,000	\$ 50,520
TOTALS												\$ 63,150

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Table 5B: Anticipated DBE Contracting Opportunities – Cary Transit

Name of MPO/Member Agency: NC CAPITAL AREA MPO

Person Completing Form: Ray Boylston, Cary Transit

Telephone Number 919-4

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
<u>No DBE Opportunities Anticipated for FY 2012-2013</u>					

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Table 4C: Triangle Transit Funding by Source and Task Code

MPO	Triangle Transit (Capital Area MPO)					
FTA Code	442400	442301	442301	442400	442302	
Task Code	II-A-5	II-B-3	II-B-10	II-C-1	III-D-3	
Title of Planning Task	Transit System Data	Travel Model Updates	Transit Element of the LRTP	Short Range Transit Planning	Special Studies	TOTALS
Task Objective	To collect route patronage, on-time performance data, passenger amenity data and customer preferences for service improvements	Support for Triangle Regional Model Service Bureau	To provide travel market analysis and cost information for development of transit investments for the LRTP; and to acquire GIS support services from TJCOG	This covers a portion of staff salaries in the Departments of Commuter Resources and Capital Development related to Triangle Transit's short-range transit service and facility planning; also planning and engineering to improve accessibility of Bus stops and facilities	Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP, including alternatives analysis activities, capital cost estimation, operating cost estimations, financial planning, and transit expert studies for corridors, alignments, and bus and rail service plans	
Tangible Product Expected	Route planning recommendations from both staff/consultants, onboard surveys for bus, vanpool	Updated Triangle Regional Model	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.	On-going staff salaries	RFP and/or Technical Report	
Expected Completion Date of Product(s)	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	
Previous Work	Regional APC data work already undertaken/TTA Service Change Recs	Ongoing support of TRM service bureau	Continued and ongoing regional corridor analysis for LRTP and other projects	Ongoing staff salaries	URS Reports, MAB Analyses, Jeff Parker Financial Analysis	
Prior FTA Funds	\$ 32,000	\$ 160,000	\$ 45,000	\$ 600,000	\$ 57,000	
Relationship To Other Activities	APC data can be used to calibrate the travel times in the regional model. Data will inform route planning decisions.	Supports the regional travel model utilized for the LRTP and other transit and highway planning purposes.	This supports regional transit planning for capital investments.	Provides staff support to carry out Triangle Transit planning activities related to service planning and capital development.	This task will follow from the transit infrastructure planning conducted for the LRTP.	
Agency Responsible for Task Completion	Triangle Transit	Service Bureau at ITRE responsible for task - Triangle Transit is a funding partner	Triangle Transit (with joint sponsorship by TJCOG and MPOs, NCDOT)	Triangle Transit	Triangle Transit	
HPR - Highway - NCDOT 20%						
HPR - Highway - FHWA 80%						
Section 104 (f) PL - Local 20%						
Section 104 (f) PL - FHWA 80%						
Section 5303 - Local 10%						
Section 5303 - NCDOT 10%						
Section 5303 - FTA 80%						
Section 5307 Transit - Local 10%	\$ 6,000	\$ 9,000	\$ 1,750	\$ 34,750	\$ 34,000	\$ 85,500
Section 5307 Transit - NCDOT 10%	\$ 6,000	\$ 9,000	\$ 1,750	\$ 34,750	\$ 34,000	\$ 85,500
Section 5307 Transit - FTA 80%	\$ 48,000	\$ 72,000	\$ 14,000	\$ 278,000	\$ 272,000	\$ 684,000
TOTAL						\$ 855,000

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Table 5C: Anticipated DBE Contracting Opportunities – Triangle Transit

Name of MPO/Member Agency: NC CAPITAL AREA MPO

Person Completing Form: Patrick McDonough, Triangle Transit

Telephone Number 919-485-7455

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3	Special Studies	Triangle Transit	Consultant	\$544,000	\$680,000
II-A-5	Transit System Data	Triangle Transit	Consultant	Zero to \$96,000	Zero to \$120,000

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APPENDICES

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Capital Area MPO Transportation Advisory Committee Members 2012

Vivian Jones, TAC Chair
Mayor, Town of Wake Forest

Ronnie Williams, TAC Vice-Chair
Mayor, Town of Garner

Mr. R. H. Ellington
Mayor, Town of Angier

Mr. DeVan Barbour
Commissioner, Johnston County

Mr. Keith Weatherly
Mayor, Town of Apex

Mr. Russell Killen
Mayor, Town of Knightdale

Ms. Margie Winstead
Town of Bunn

Ms. Jackie Holcomb
Mayor, Town of Morrisville

Mr. Harold Weinbrecht
Mayor, Town of Cary

Mr. Gus H. Tulloss
Member, NC Board of Transportation

Mr. Jody McLeod
Mayor, Town of Clayton

Mr. Edward W. Grannis
Member, NC Board of Transportation

Mr. Daryl Moss
Mayor, City of Creedmoor

Ms. Nina Szlosberg-Landis
Member, NC Board of Transportation

Mr. Donald Lancaster
Commissioner, Franklin County

Ms. Nancy McFarlane
Mayor, City of Raleigh

Mr. Elic Senter
Mayor, Town of Franklinton

Mr. Frank Eagles
Mayor, Town of Rolesville

Mr. John Byrne
Mayor, Town of Fuquay-Varina

Mr. Joe Bryan
Commissioner, Wake County

Mr. Timothy Karan
Commissioner, Granville County

Mr. Tim Hinnant
Mayor, Town of Wendell

Mr. Dan Andrews
Commissioner, Harnett County

Mr. Joseph Johnson
Councilor, Town of Youngsville

Mr. Dick Sears
Mayor, Town of Holly Springs

Mr. Don Bumgarner
Mayor Pro-Tem, Town of Zebulon

Ex-Officio Members

Mr. Perry Safran Member, NC Turnpike Authority	Mr. John Sullivan Federal Highway Administration
Ms. Emma Stewart Councilor, Town of Louisburg	Mr. Tom Lane Mayor, Town of Butner
Mr. Michael Gordon Mayor, Town of Archer Lodge	

Capital Area MPO Technical Coordinating Committee Members 2012

Chair
Danny Johnson, Fuquay Varina

Vice Chair
Ray Boylston, Cary

Angier
Price, Mr. Coley

Granville County
Jorgensen, Justin

Apex
Huegerich, Reed

Harnett County
Jeffries, Mr. Joseph

Capital Area Transit
McClellan, Mr. Scott

Harnett County
Sikes, Jay

Cary
Andes, Ms. Juliet

Holly Springs
Parrish, Ms. Kendra

Cary
Boylston, Mr. Ray

Hunt, Ms. Brenda

Cary
Cove PE, Ms. Laura (Lori)

Johnston County
Gray, Mr. Berry

Cary
Delk, Todd

Johnston County
Sigmon, Kevin

Clayton
Browder, Mr. James L. (Skip) (Skip)

Knightdale
Hills AICP, CZO, Mr. Chris

Creedmoor
Cornett-Wilkins, Ms. Scottie Kim (Scottie)

Morrisville
Kaade, Ashley

Federal Highway Administration
Stark, Jill

NCDOT
Barlow, William

Franklin County
Hammerbacher, Scott

NCDOT
Bruff, Mr. Mike

Franklinton
Ray, Ms. Tammy

NCDOT
Marshall, Travis

Fuquay-Varina
Johnson, Danny

NCDOT
Rouse, Jr. P.E., Mr. John W.

Fuquay-Varina
Sorensen, Mr. Mike

NCDOT - Division 5 Engineer's Office
Bowman P.E., Mr. Wally

Garner
Bass, Mr. Brad

NCDOT - Division 5 Engineer's Office
Hopkins P.E., Mr. Joey

NCDOT - Division 5 Engineer's Office
Whitley, Mr. Battle

NCDOT - Statewide Planning Branch
Walston, Mr. Scott

NCDOT Divison 6 Engineer's Office
Burns, Greg

NCDOT-Statewide Planning
Desai, Ms. Rupal

NCSU
Kendig, Mr. Tom

Raleigh
Bowers AICP, Mr. Kenneth

Raleigh
Dawson, Carl

Raleigh
Eatman, Mr. David

Raleigh
El-Amin, Fleming

Raleigh
Kennon, Mr. Mike

Raleigh
Lamb P.E., Mr. Eric J.

Raleigh
Silver, Mitchell

Raleigh-Durham Intl. Airport
Brantley, Mr. John

Research Triangle Foundation
Rooks, Ms. Liz

Rolesville
Lloyd, Thomas

Town of Archer Lodge
Overton, Ms. Jean

Triangle J Council of Governments
Hodges-Copple, Mr. John

Triangle Transit
Parker, Jonathan

Wake Coordinated Transp.
Willis, Mr. Don C.

Wake County
Gardiner AICP, Tim

Wake County
Maloney, Timothy

Wake County
Edmondson, Mark

Wake Forest
Russell, Mr. Chip

Wendell
Piner, Ms. Teresa

Zebulon
Hetrick, Mr. Mark

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TASK NARRATIVE DESCRIPTIONS

TRIANGLE J COUNCIL OF GOVERNMENTS

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Task Narrative Descriptions Triangle J Council of Governments

Task III-D-4: Regional and Statewide Planning

As one major part of the regional planning task, TJCOG will continue to work with DCHC MPO, the Capital Area MPO, NCDOT, ITRE, FHWA, RPOs and DENR on regional air quality concerns, focusing on TIP and LRTP conformity and the development of SIP emissions budget for the forthcoming revision to the national ozone standard and subsequent redesignation of the Triangle as an ozone non-attainment area. A second major part of the task, TJCOG will continue to work with DCHC MPO, Capital Area MPO, NCDOT, ITRE, TTA and RPOs in the region on critical coordination issues addressing the intersection of land use development and transportation investments and on related regional-scale efforts, including coordination issues related to the use and improvement of the Triangle Regional Model.

Objectives

To ensure a consistent and coordinated regional approach to air quality requirements across geographic and institutional boundaries.

To provide information and support on air quality issues.

To promote consistency and coordination in matching land use decisions with transportation investments; especially investments that transcend MPO boundaries.

To provide information and support on the relationships between land use and transportation.

To assist the MPOs and their members with SE data development and tracking.

Proposed Activities

Oversee the Conformity Process associated with the 2012-18 TIP.

Collect and disseminate information on air quality issues and ensure that conformity concerns are represented in transportation planning and modeling efforts.

Work with MPOs on responding to proposals for revised federal ozone standard and development of the Ozone SIP for the subsequent Triangle non-attainment area.

Prepare memos and reports documenting activities.

Work with individual MPO members as needed on regional-scale air quality issues.

Work with partners on updating land use and socioeconomic data to better model land use for the 2040 LRTP, especially in transit corridors and activity centers and around proposed transit stations.

Collect and disseminate information on land use and development issues and ensure that land use concerns are represented in transportation planning and modeling efforts.

Continue facilitation of ITRE Model Service Bureau Executive Committee and support coordination between the service bureau and users of the TRM. Work with the MPO, member communities, TTA and other organizations on matching land use decisions to proposed transit investments. Continue to participate in regional and statewide transportation planning efforts such as Joint MPO TAC, TriMAP, the DCHC land use model, the development of transit financial plans, TTA projects, the NC54/I-40 plan and any transit planning efforts for the RTP/RDU area. Prepare memos and reports documenting activities. Work with individual MPO members as needed on regional-scale land use and transportation issues.

Products

Conformity Reports for any LRTP or TIP amendments, including all related materials such as schedule/responsibility spreadsheet and Pre-Analysis Consensus Plan.

Memos or reports, as needed, addressing MPO concerns and options in the development of new SIP Motor Vehicle Emission Budgets. Memos and reports, as needed, related to land use and land use scenarios, SE data and project-level consistency across boundaries. Reports, analysis and visualizations designed to promote transit oriented development in appropriate transit corridors.

GIS data layers related to land use, SE data and transportation projects, including related natural resource conditions and governmental boundaries.

ITRE TRM service bureau executive committee meeting summaries, and any related material. Clear documentation of all methods, assumptions and data.

Relationship to Other Plans and MPO Activities:

Air quality conformity is a requirement for TIPs and LRTPs. Land use projections are requirements for TIPs and LRTPs; consistency on land use, fiscal constraint and transportation projects that cross boundaries are important considerations in developing high quality plans and programs.

Completion Date

This phase of work will be completed during the FY 12-13 fiscal year. Air quality work schedules are determined by the timing of TIP and LRTP amendments and can overlap MPO fiscal years. Air quality work associated with SIP development is determined by federal and state schedules and can overlap MPO fiscal years.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will be undertaken by existing TJCOG staff.

Funding Commitments from Other Entities

This is a cooperative project with DCHC MPO, which is also providing funding. TARPO funding for TJCOG staff time is also allocated to this task.

Adopting Resolution

Planning Certification Checklist and Responses

Certification Resolution

Transmittal Letter

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**RESOLUTION OF ADOPTION
OF THE FISCAL YEAR 2012-2013
UNIFIED PLANNING WORK PROGRAM
OF THE NC CAPITAL AREA MPO**

Upon motion made by Mayor Williams and seconded by Mayor Byrne for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Capital Area MPO; and

WHEREAS, the City of Raleigh has been designated as the recipient of Section 5303 Metropolitan Planning Program grant funds; and

WHEREAS, members of the Metropolitan Planning Organization Transportation Advisory Committee agree that the Unified Planning Work Program will effectively advance transportation planning in the Capital Area for FY 2012-2013; and

NOW, THEREFORE BE IT RESOLVED that the Capital Area Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the Unified Planning Work Program for Fiscal Year 2012-2013 of the Capital Area MPO on this, the 21st day of March, 2012.



Vivian Jones, Chair
Transportation Advisory Committee

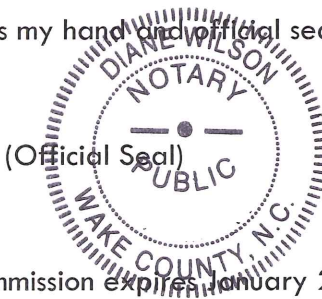


Ed Johnson, Director
NC Capital Area MPO

County of Wake
State of North Carolina

I, Diane Wilson, a Notary Public for Wake County, North Carolina, do hereby certify that on this the 21st day of March, 2012, personally appeared before me Vivian Jones, known to me by her presence, and acknowledged the due execution of the foregoing RESOLUTION ADOPTING THE FISCAL YEAR 2012-2013 UNIFIED PLANNING WORK PROGRAM OF THE NC CAPITAL AREA MPO.

Witness my hand and official seal, this the 21st day of March, 2012.



Diane Wilson, Notary Public

My commission expires January 26, 2016.

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**CAPITAL AREA MPO
CERTIFICATION CHECKLIST RESPONSES**

I. Does the area have a valid Transportation Plan?

The Long Range Transportation Plan for the Capital Area MPO does have a minimum 20 year planning horizon; with an active re-evaluation process that is updated every four years in accordance with the current enactment of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Transportation Act that was adopted in August, 2005.

The Capital Area MPO Transportation Advisory Committee (TAC) adopted the 2035 Long Range Transportation Plan (LRTP) and its associated Air Quality Conformity (AQCD) Report on May 20, 2009. Elements that have been addressed within the 2035 LRTP include: projects that should support the economic vitality of MPO area by enabling competitiveness, productivity, and efficiency; increase safety and security of the transportation system; increase mobility options available for people and the movement of goods and services; protect and enhance the environment and increase the quality of life of transportation users; enhance the integration and connectivity for people and freight; promote efficient system management and operations; and preserve and improve the existing transportation system.

Due to SAFETEA-LU requirements, items such as visualization techniques, security, fiscal constraint, and year of expenditure must all be demonstrated in order to have a conforming LRTP. Fortunately, the close collaboration between all of the 2035 LRTP partners has provided ample time to address and meet these concerns. Furthermore, the current LRTP is very Transit-focused. This initiative is due to the combined Special Transit Advisory Council (STAC) recommendations for the Triangle Region. During the federal certification process in April, 2009 the Capital Area MPO, along with the Durham-Chapel Hill-Carrboro were commended for their collaborative efforts in producing a joint Long Range Transportation Plan (LRTP).

II. Is there a functioning Technical Coordinating Committee and Transportation Advisory Committee?

The Capital Area MPO is made up of a functioning Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC). The Technical Coordinating Committee (TCC) includes staff representation from all jurisdictions represented on the policy body. In addition, the TCC includes transit, rural planning organizations (RPO), the local air quality agency, Raleigh-Durham Airport Authority, North Carolina State University, Carolina Trailways, and the Research Triangle Foundation. The role of the TCC is to provide technical advice, guidance and recommendation to the TAC. The TCC decisions are governed by simple majority vote. The TCC met eight times during the 2010 calendar year.

The Transportation Advisory Committee (TAC) approves all transportation planning activities in the MPO area that come out of the planning process including but not limited to, the goals and objectives for the planning area, Unified Planning Work Program

(UPWP), the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), project priorities, and public involvement. The MPO TAC met eight times during the 2010 calendar year; and Joint TAC meetings with the Durham-Chapel Hill-Carrboro MPO were held on March 31 and September 29, 2010.

III. Is there a current Prospectus?

The Prospectus labeled, "Prospectus for Continuing Transportation Planning for the Capital Area Metropolitan Planning Organization", was approved by the TAC on February 13, 2002, is the most current Prospectus used by the Capital Area MPO.

IV. Is there a current (Unified) Planning Work Program (PWP)?

The Capital Area MPO has a currently adopted Unified Planning Work Program (adopted April 21, 2010) that is designed to outline and discuss the planning priorities facing the MPO within a one-year planning period. The Capital Area MPO also has an adopted prospectus that provides more detail on individual work tasks, defines roles and responsibilities, and is intended to minimize the required documentation annually. The lead planning agency (City of Raleigh) solicits proposed clearly outlined planning tasks and products from the MPO member participants and either does the task for the member jurisdiction or makes Federal planning funds (PL) available to that jurisdiction to accomplish the work task itself in a timely fashion.

V. Is there a current Metropolitan Transportation Improvement Program that has been approved by the TAC and by the Secretary of Transportation?

Yes. The latest (2011-2017) Transportation Improvement Program (TIP) was adopted by the MPO on October 21, 2009. The TIP is fiscally constrained, updated every four years; and adopted by the Capital Area MPO TAC and the North Carolina Secretary of DOT on behalf of the Governor. The transit portion of the STIP and TIP is developed cooperatively with the state and local transit operators; but updated through a slightly different process. Transportation Management Areas (TMAs) like the Capital Area MPO, receive an apportionment directly from the Federal Transit Administration. NCDOT relies on the local area to submit project data proposing the use of these funds for inclusion in the STIP. The rest of an area's transit facility needs are met by application for transit discretionary funds. Because of the uncertainty of receiving discretionary funding, projects proposing the use of these funds are shown in the STIP as unfunded. If an area receives approval of a discretionary grant, the STIP is then revised.

VI. Does the area have a valid plan implementation process?

The Capital Area MPO has an active and valid plan implementation process that prioritizes transportation needs through technical data extracted from the Triangle Regional Model, encourages corridor protections through adopted Memorandums of Understanding established following the completion of major corridor studies within the region.

The Capital Area MPO maintains an active public participation process for all plans and processes including regional comprehensive transportation plans, the long range

transportation plan, and the metropolitan transportation improvement program. MPO staff has worked in conjunction with NCDOT and local government staff in completing the Comprehensive Transportation Plan (CTP) for Wake County; as well as Franklin, Harnett, and Johnston Counties.

The MPO has also created a Locally Administered Projects Program (LAPP) that includes eligibility requirements, administrative procedures, an annual development schedule, a project scoring criteria and prioritization matrix, and an initial target investment mix specified for each transportation mode.

In June, 2010 the MPO adopted the Congestion Management Process which defines levels of congestion that are acceptable to the community; and provides a "Toolkit" that local governments can use to address congestion problems.

Based on these ongoing planning processes, the Capital Area MPO has been found to meet all of the major requirements for self-certification.

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**CERTIFYING THE CAPITAL AREA
METROPOLITAN PLANNING ORGANIZATION'S
TRANSPORTATION PLANNING PROCESS FOR FY 2011-2012**

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

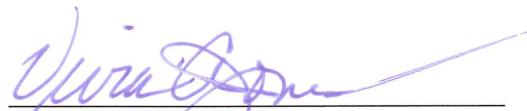
WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations; and


WHEREAS, the Capital Area Metropolitan Transportation Improvement Program is a subset of the currently conforming 2035 Long Range Transportation Plan; and

WHEREAS, the Transportation Plan has a planning horizon year of 2035, and meets all the requirements for an adequate Transportation Plan.

NOW THEREFORE, be it resolved that the Capital Area Metropolitan Planning Organization's Transportation Advisory Committee certifies the transportation planning process for the Capital Area Metropolitan Planning Organization on this the 21st day of March, 2012.



Vivian Jones, Chair
Transportation Advisory Committee



Edison H. Johnson, Jr. P.E., Director
NC Capital Area MPO

County of Wake
State of North Carolina

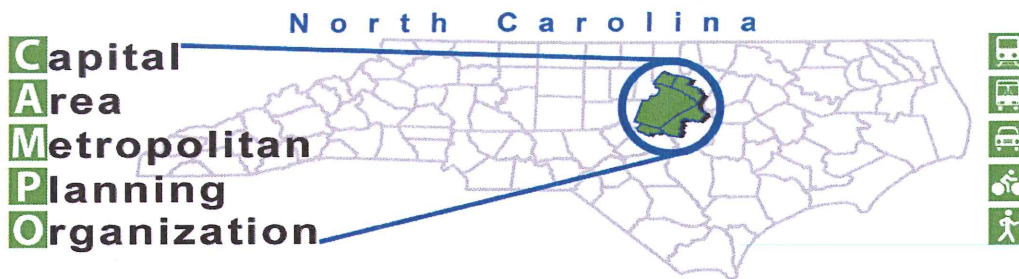
I, Diane Wilson, a Notary Public for Wake County, North Carolina, do hereby certify that on this the 21st day of March, 2012, personally appeared before me Vivian Jones, known to me by her presence, and acknowledged the due execution of the foregoing CERTIFYING THE CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2011-2012

Witness my hand and official seal, this the 21st day of March, 2012.



Diane Wilson
Diane Wilson, Notary Public

My commission expires January 26, 2016.



March 21, 2012

Mr. Mike Bruff, Manager
Transportation Planning Branch
North Carolina Department of Transportation
1554 Mail Service Center
Raleigh, North Carolina 27699-1554

Subject: Approval of FY 2012-2013 Capital Area MPO Unified Planning Work Program

Dear Mr. Bruff:

Enclosed for approval are eight copies of the Capital Area Metropolitan Planning Organization's Unified Planning Work Program for FY 2012-2013. The Transportation Advisory Committee approved the program on March 21, 2012, on behalf of the Capital Area Metropolitan Planning Organization.

The program also serves as the Urban Area's Metropolitan Planning Program (Section 5303) grant application for Federal Transit Administration (FTA) transportation planning funds. A complete description and budget of planning activities is included in the UPWP. The grant amount requested is the full 5303 allocation of \$274,210. This will be matched with a local fund amount of \$34,277 and at State of North Carolina Match of \$34,277. The City of Raleigh is the designated grant recipient for Section 5303 grant funds.

Copies of the work program and this transmittal letter are being submitted directly to NCDOT Public Transportation and the Federal Transit Administration Region IV office.

Sincerely,



Edison H. Johnson, Jr., Director
Capital Area MPO

cc: Acting Director, NCDOT Public Transportation Division
Tamara Shaw, Central Region Team Leader
Yvette G. Taylor PhD., Regional Administrator FTA, Southeast Area Office

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